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THE RAILROAD RECORD

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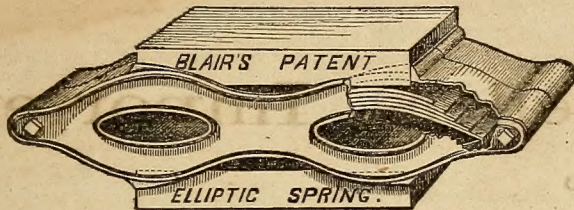
Journal of Commerce, Banking, Manufactures and Statistics.

Vol. 14. No. 5

CINCINNATI, THURSDAY, APRIL 5, 1866.

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It is a Spring in fact as well as in form.
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CINCINNATI, O.

The Railroad Record.

E. D. MANSFIELD
T. WRIGHTSON, Editors

THURSDAY, MARCH 2, 1866

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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LITTLE MIAMI.

City	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
“ “ Accommodation.....	9:00 A. M.	5:30 A. M.
“ “ Accommodation.....	4:00 P. M.	4:00 A. M.
Morrow Accommodation.....	5:30 P. M.	8:00 A. M.
Night Express.....	7:00 P. M.	3:30 P. M.
Night Express.....	10:00 P. M.	9:40 A. M.

MARIETTA AND CINCINNATI.

Mail.....	5:00 A. M.	7:30 P. M.
Hillsboro Accommodation.....	3:25 P. M.	11:00 A. M.
Night Express.....	9:30 P. M.	5:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 P. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
“ “ “.....	5:30 P. M.	1:30 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:30 A. M.	10:30 A. M.
Mail & Springfield Express.....	2:00 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	7:30 P. M.	1:10 A. M.

Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:15 A. M.	2:20 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION R. R.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:10 A. M.	6:30 P. M.
Night Express.....	9:30 P. M.	3:30 A. M.

Resources of Ohio—Railroads and Taxation.

The annual report of the Auditor of State in Ohio is always an interesting document. The reports of the Auditor of State, and the Commissioner of Statistics, together, give such a minute, thorough and detailed exhibition of public affairs, that the State of Ohio may be literally said to be *photographed*. There is not an element desirable to know, which is not exhibited in these reports. Yet, while all use these documents, few give the least credit to them, or encourage those, who labor to furnish that information, without which very little could be wisely done. The annual report of the Auditor, for 1865, gives much useful information on both the financial and agricultural condition of the State. We shall make a brief synopsis for the benefit of our readers, who cannot see such documents.

1. *Of the State debt.* The Auditor gives the following facts, which show that the financial system of Ohio, instead of losing, or being weakened by the shock of the war, is really strengthened; and the State never stood so high in credit and resources.

On the 15th day of May, 1861,
the funded debt of the State
was.....\$14,286,935 41

On the 15th of November, 1865,
it was.....12,912,014 45

Decrease.....\$1,374,920 96

Thus, from the beginning to the conclusion of the war, the State debt had diminished nearly a million and a half; but, in the meanwhile the State had borne enormous financial burdens, but had paid her debts and liabilities from her own resources.

The Auditor states here as follows, with just reflections upon these facts:

During the war of the rebellion,
from 1861 to 1865, the expenditure of the State for military purposes was.....\$10,410,238 71

War loans outstanding.....1,059,079 00

Claims allowed and not yet paid.....50,000 00

Refunded by the United States.....1,851,898 94

\$2,960,977 94

Bal. paid from State Treasury...\$8,449,260 77

“With this large extraordinary drain upon her resources, and notwithstanding she rendered more prompt, persistent and efficient aid, in the suppression of the rebellion, than any other State,—yet she reduced her public debt \$1,374,920.96. And this was accomplished without oppressing her people by State taxation; as the average increase of State levies for the four years has been but 7-10 of one mill on the dollars' valuation of her Grand Duplicate! A feat unequalled by any of her sister States, and, it is believed, unparalleled in the annals of war. Ohio may justly claim this as demonstrating the wisdom of her statesmanship, and the economy of her several administrations, during the trying pe-

riod referred to. The financial history of Ohio is well worthy of study. She has, next to New York, the greatest number of miles of canal of any State in the Union, constructed at the public expense. She has a greater number of miles of finished railroads than any State on the continent, towards the construction of which she contributed largely from her Treasury.”

It is said, in some papers, that the State of Pennsylvania has the most miles of railroad; this is not so. Ohio has the most of actually finished miles of railroad.

2. *The property of the State.* Whatever taxes or burdens may be laid on the people of the State, they must ultimately be all paid from its resources, that is, its property and income. The valuations of property in Ohio, for a series of years, have been as follows:

In 1847.....	\$410,763,110
In 1852.....	507,581,910
In 1855.....	860,877,354
In 1860.....	888,302,601
In 1860.....	1,069,605,855

It will be seen that in the last five years, the wealth of the State has increased *one hundred and eighty one millions of dollars*.

This is not the consequence of depreciated currency; for real estate has not been sensibly increased in that way. If we consider, now, the enormous amount of taxes, and the reduction of the public debt, and the war burden, we can not help being astonished at the prodigious development of resources in this comparatively young State.

3. *Revenues.* The various items of revenue are thus stated:

Tax for sinking fund.....	\$892,912
Tax for way fund.....	101,206
Tax general revenue for State.....	985,906
Tax for common school fund.....	1,282,209
Tax for volunteer relief fund.....	1,981,466

Total State taxes.....\$5,243,701

Taxes other than for the State:

For county and municipal purposes.....\$15,207,461

Total taxes for all purposes, including delinquencies.....\$20,870,828

This is a total tax of nearly *two per cent.* on the whole property of the State; one fourth only is levied by the State. The residue is all by counties and towns.

The personal property of the State has increased from \$248,408,290, in 1860, to \$409,047,856, in 1865. This is an increase of 65 per cent. Revolutions of real estate are made only once in each six years. The revolution will be made either this year or next.

The subject of insurance companies is an interesting one in this State, especially in consequence of the great number of foreign companies now having their agencies in Ohio. Some statistics of these are given by the Auditor; but not the whole. There are no less than (88) *eighty-eight* insurance companies out of the State doing business here. These companies are in the following States:

In Connecticut	14
In New York	50
In Massachusetts	4
In Pennsylvania	5
In other places	15

The paid up capital of these companies is (\$34,700,000) *thirty-four millions seven hundred thousand of dollars*, and their assets more than *fifty millions*. Unfortunately, we have no statistics of our domestic companies. More than twenty of the above are life insurance companies.

The following is a table of the amounts returned by railroad companies in the several counties. We don't know on what principle these amounts are estimated; but the total of the table below is not more than *two-fifths* of the capital of the companies. With this table we must close our review.

Statement showing the amounts returned for taxation by such railroad, turnpike, express, and other companies and associations, as have reported to this office for the year 1865.

RAILROAD COMPANIES.

No.	Names of Companies.	Amount.
1	Iron Railroad Company.....	\$61,802
2	Steubenville and Cincinnati....	1,244,816
3	Dayton and Michigan.....	1,583,538
4	Cincinnati and Zanesville.....	910,800
5	Dayton and Western.....	350,000
6	Dayton and Union.....	296,900
7	Central Ohio.....	1,490,500
8	Columbus and Ind'polis Cen'l.....	1,079,589
9	Cleveland, Zanesville and Cin.....	329,548
10	Atlantic and Great Western.....	4,429,530
11	Cleveland and Pittsburg.....	3,200,263
12	Sand'y, Mansfield and Newark.....	1,055,036
13	Pitts'g, Ft. Wayne and Chi'go.....	6,107,455
14	Spring'd Branch of C. C. & C.....	290,100
15	Springfield and Columbus.....	24,000
16	Cincinnati and Indiana.....	533,566
17	Harrison Branch Cin. and Ind.....	49,490
18	Ohio and Mississippi.....	468,401
19	Cleveland and Mahoning.....	1,816,988
20	Eaton and Hamilton.....	439,766
21	Toledo Wabash and Western.....	522,269
22	Mich. South'n and North'n Ind.....	836,493
23	Little Miami.....	2,440,810
24	Cleve'd, Painesville & Ashtabula.....	2,363,036
25	Columbus and Xenia.....	1,174,120
26	Sandusky, Dayton and Cin.....	1,015,270
27	Cleveland and Toledo.....	3,000,000
28	Cincinnati, Ham. and Dayton.....	1,823,726
29	Marietta and Cincinnati.....	1,450,870
30	Bellefontaine Railway.....	1,300,000
31	Cleveland, Columbus and Cin.....	4,400,000
32	Indianapolis and Cincinnati.....	1,256
33	Lake Erie and Louisville.....	46,689
		\$46,136,627

EXPRESS COMPANIES.

1	United States Express Co.....	\$49,087
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GAS LIGHT AND COKE COMPANIES.

1	Cincinnati.....	\$1,158,519
2	Lancaster.....	3,500

TELEGRAPH COMPANIES.

1	Western Union.....	\$258,562
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BRIDGE COMPANIES.

1	Little Hocking.....	\$600
2	Maumee and Perrysburg.....	2,500

We are indebted to Hon. Isaac Slenker, Audt. General of the State of Pennsylvania, for a copy of the Annual Railroad Reports of the railroads of that State.

Northern Pacific Railway.

T. M. Edmunds, Esq., Land Commissioner of the United States, has addressed the following letter to the proprietors of the Northern Pacific Line. It contains, as our readers will perceive, a great amount of useful information:

WASHINGTON, D. C., January 27, 1866.

It is well that New England has taken this great, practical, and necessary work in hand. It is just fitted to New England enterprise and skill. It is to become the pathway of her people in the onward march to the control of the commerce of this and the continents confronting the ocean termini of this great international highway.

Existing roads which may be regarded as the eastern extensions of the proposed trunk-line across the continent, starting from Portland, Boston, and New York, traverse States and provinces which now contain more than fourteen millions of people, all interested in the completion of your undertaking, and constituting a physical, intellectual, and monetary power which can be neither resisted nor retarded in a work of such vast local and national importance.

Your nominal starting-point is at the head of Lake Superior, in the State of Minnesota. Your road actually commences at Saginaw, in the State of Michigan, to which point the New England, New York, and Canadian systems of railroads have already been extended. And you may commence there with a land-grant equal in value per mile to the cost of the road, whenever and as soon as any available section shall be completed.

From Saginaw to the Straits of Mackinaw the road will traverse a region soon to become one of the most productive agricultural sections of the Northwest, but now covered by the most extensive grove of valuable timber east of the Rocky Mountains. In this part of the line it passes over the richest and most extensive developed salt basin in this country.

From the Straits of Mackinaw to the head of Lake Superior, the line will traverse another continuous belt of valuable timber, and the richest copper and iron region, in both quality and quantity, on the continent, already considerably developed, and capable of furnishing ample business for the road as soon as it can be constructed.

From the head of Lake Superior to the western boundary of Minnesota, with the exception of a narrow mineral belt adjoining the Lake, the country is distinguished for its great agricultural capabilities, and is being rapidly occupied by a thrifty and enterprising population—more than 50,000 acres of land having been entered under the homestead law, in the month of November last, in one land district, of which there are six in that State.

Thence to the Missouri River the line passes over one unbroken prairie, carpeted with grasses equal to the most productive of New England pastures, and capable, with cultivation, of producing all the grains and fruit of that latitude in the greatest abundance and the highest perfection. Except a slight portion bordering upon the streams, this section is destitute of timber.

Having reached the Missouri, your road will command the trade of its whole upper valley, the valley of the Saskatchewan in the British possessions, and the mineral region of Montana Territory. From the point of junction with the Missouri, to the foot-hill of the Rocky Mountains, is one continuous prairie,

the home of the buffalo, and supporting now, not only without the aid of, but in spite of man, civilized or savage, an amount of animal life equal to that of similar species upon all farms of the whole country. What may such a region not produce under the care and thrift of a New England population? For this section of your road you have the choice of the valleys of the Missouri and the Yellowstone, either affording every desirable facility except timber, which will float to any point of the line from the exhaustless forest upon its headwaters.

From the eastern foot-hills to the valley of the Columbia, the line passes the mountains and the great American Plateau, but at an elevation so much lower than the more southern lines as to more than compensate for the difference in latitude. This section is divided between mountain, plateau and valley, all unsurpassed in mineral resources, of both the precious and useful metals, with exhaustless forest and abundant agricultural capabilities.

From the intersection of the line with the valley of the Columbia, it traverses, to Paget Sound, the great natural pathway of commerce and population for the whole north-western portion of the United States, and the southwestern of British America. At Paget Sound you have reached the waters of the Pacific, upon the most splendid and capacious harbor fronting that ocean, and nearer to the great populations of Eastern Asia by several hundred miles than any other offering equal advantages.

You may construct your road from either terminus, and from the Mississippi or Missouri Rivers, at the same time delivering the material from the Eastern manufacturing States by water transit, without reshipment, and with the assurance that, on the completion of each section as herein indicated, it will command a remunerative business. Or you may, with the advantages of transit, forge the required material from one or more of the iron mountains on the line, in either Minnesota or Michigan, or from the deposits in Washington Territory, for the entire line of road.

With the exception of that portion of the line within the Missouri Valley, the material for the construction, operation, and repair of the road will be found within the ceded belt. This space may be cheaply supplied from the mines and forests of Michigan, Wisconsin and Minnesota, or from similar resources on the eastern slope of the mountains.

Have you means to justify so great an undertaking?

By extending your grant eastward to Saginaw, as hereinbefore suggested, it will embrace more than fifty millions of acres; in round numbers, seventy-eight thousand square miles—exceeding, by ten thousand square miles, the area of all the New England States combined; and with a population as dense as Massachusetts, would afford homes to twelve and a quarter millions of inhabitants. Conceding to the even numbered sections within the same distance of the road a like population, and we have twenty-four and a half millions within the conceded belt; and considering the advantages of soil, climate, transit, mineral resources, and the vast mechanical power in its rivers and waters, all will admit the ability of this belt to sustain with advantage not only this but a larger population.

The general advantages of the route are easier grades, lower altitudes, and a shorter line between Asia and Europe, and between Asia and the Upper Mississippi and Northern Atlantic States.

For travel and light, but valuable, freights, it has less of water carriage and no more of rail, thus saving time.

For heavy transportation, it has a shorter line, cheapened by more than a thousand miles of water communication, through the great lakes, the canals, and the St. Lawrence, eastward, and a still greater distance southward upon the Missouri and Mississippi Rivers.

With an earnest desire for your complete and early success, I remain, very truly your obedient servant,
T. M. EDMUNDS.

Sacrifices of Life to the Economy of Carriers.

Thousands of years ago certain religious truths were communicated to the world; but not then dropped, like matters of news: they have been ever since urged, in season and out of season, as matters of importance. So we deem it expedient not to treat the principles of safety as mere matters of news, to be mentioned once and then forgotten: and when instances of wholesale sacrifices occur, we deem them occasions for urging what has been urged again and again, with as little effect as exhortations to obey the ten commandments; yet, we still hope, not without some effect in the past, and some growing influence that in the future may produce improvements that would not have been produced by the unopposed policy and practice of the remorseless tradesmen who sent cargoes of human beings to their long homes, and leave their families in mourning and penury.

The last week has brought accounts of two English sea steamers sunk, and four American river steamers blown up, and about six hundred lives sacrificed. The river boats were blown up in the usual way, which we need not describe: The English vessels were foundered in a rather unusual way, and therefore merit particular notice. One of them the *London*, with 270 persons on board, bound to Melbourne, foundered in the Bay of Biscay, in consequence of shipping seas which broke through the engine-room hatches and put out the fires, thus leaving the ship without headway or power of steering, and exposed to the action of a violent gale. The consequence was that she became unmanageable, and the seas broke over her, and all efforts to stop the entrance of water through the hatches was unavailing; and she foundered, and only 20 out of 270 persons were saved. It does not appear that there was other leakage than that through the hatches; or that the ship was deficient in general strength; all seems to have been due to the fragile structure of wood and glass that was provided for the fair-weather comfort of the engine-men. Of course this fragile work is duly and justly censured; but we do not see the necessity of the loss of a steamship even if her engine room be filled with water; a sufficient provision of water-tight bulk-heads would have saved her.

Another English first class steamer, the *Amolia*, of 3,000 tons, foundered from the same cause in the Mediterranean; but in this case the people were taken off by another steamer.

Now, we reiterate that the owners of these vessels, thus sunk and blown up, ought to be made to pay for each life lost five thousand dollars at least. This is not a matter of feeling and sentiment; but a cool and deliberate policy, which would tend to safety, by making it for the pecuniary interest of ship-owners to make their ships safe; and would prevent

that competition which now renders it unprofitable to build ships of such cost as is necessary for the highest security now attainable. The problem of irresponsible engineering is how to get the highest profit out of a capital. The problem would be, if lives had to be paid for, the same in the pecuniary sense; but modified by the condition, so that its practical form would be how to carry the passengers safely, in order that the greatest profit may be made. If \$5,000 were forfeited for each passenger killed, the safety would be greater than if \$3,000 were forfeited, but not so great as if \$10,000 a head were the forfeit. We fairly express the general opinion of engineers by saying that, given money enough, anything may be done; but the true problem of the engineer is to make the most money out of the capital intrusted to him. We do not hesitate to say that a steamer may be built that will weather a more violent hurricane than we ever heard of; that will lay for years on a shore without breaking up; that will float safely with a hole knocked in her bottom by striking on a rock; that will never burn up; and that will go safely where hundreds of the present first-class ships perish with most of their people. And this security will surely be attained when it will pay, and never before.

Insurances will be adapted to this condition, whenever the governments determine that lives shall be paid for, without question about moral guilt. It should be a mere matter of insurance business, the loss to be paid when proved. The premium would be paid by the passengers, in the shape of higher fares or diminution of luxuries and shows.—*American Artisan*.

We cannot for a moment see why the proposition of the *Artisan* for exacting \$5,000 from a steamship company for the life of a passenger lost on ship board, is not just as equitable as to exact it of a railroad Company for a like casualty. That the practise of the courts has had a salutary influence on the management of railroads cannot be denied, although there is no doubt still great room for improvement. We should like to see the case properly tried by some one who has been unfortunate, and see if some advance cannot be made in the safety of steam navigation both inland and oceanic.

The German papers announce the death, at Magdeburg, of a learned physician, Dr. Julius vom dem Fishweiler, who in his will has left the world the following scientific secret, viz., that his own great age, 109, is entirely to be ascribed to his constant habit of sleeping with his head towards the north, and the rest of his body in a direction coinciding as closely as possible with that of the meridian—that is, with his heels to the south. From persisting in this habit the learned doctor considered that the iron contained in our system, finding itself in the direction of the magnetic currents which are constantly flowing over the surface of the globe towards the north pole, becomes magnetized, and thus increases the energy of the vital principle.

An act has been read in the Legislature to revise and amend the act incorporating the Cleveland & Mahoning Railroad Company, and to enable said company to extend their road to Pittsburg.

The Cincinnati, Cumberland Gap and Charleston Railroad—An Official Report.

In view of the deep interest being manifested by the people of Cincinnati, Louisville, and a large portion of the State of Kentucky, in the speedy construction of a railroad, having for its object a more intimate commercial connection of those cities with the Southern seaboard, believing they wish to select the route that will offer the greatest advantages in regard to distance and cost of construction, and that will develop the greatest amount of agricultural, mineral and manufacturing wealth, I wish to present a few facts to their consideration, which may aid them in arriving at correct conclusions, before they embark in an enterprise of such vast importance to the future destiny of the country.

There are but two great trunk lines of railroad in contemplation and seeming competitors for the prize. The one (almost an air-line) will extend from Cincinnati and Louisville, via Lexington, Cumberland Gap, Morristown, Paint Rock, Asheville, North Carolina, Spartanburg and Columbia, South Carolina, to the city of Charleston, with a branch road to Norfolk, Virginia, Beaufort and Wilmington, North Carolina, Savannah, Georgia, and Mobile, Alabama. The other line will extend from the cities of Cincinnati and Louisville, via Lexington, Danville, Knoxville, Anderson, to the city of Charleston.

Now, for the purpose of more fully understanding the merits or demerits of each line, I will respectfully endeavor to present facts, for your consideration, founded mainly on the reports of the distinguished engineers, who have surveyed the respective lines. First, in regard to distance:

From Cincinnati to Charleston, via Cumberland Gap, Morristown, Paint Rock, Asheville, Spartanburg, Columbia, to Charleston:

	Miles.
Cincinnati to Lexington.....	96
Lexington to Cumberland Gap.....	128
Cumberland Gap to Morristown.....	51
Morristown to Paint Rock.....	44
Paint Rock to Asheville.....	43
Asheville to Columbia.....	167
Columbia to Charleston.....	130

Total, (R. C. Macalla's report of survey) 659

From Cincinnati to Charleston, via Danville, Knoxville, Anderson and Columbia, to Charleston:

	Miles.
Cincinnati to Danville.....	135
Danville to Knoxville (Prichard's survey).....	163
Knoxville to Anderson.....	193
Anderson to Columbia.....	127
Columbia to Charleston.....	130

Total..... 750

Making a difference in distance of ninety-one miles in favor of the Cumberland Gap and French Broad Valley route. The difference is equally marked in favor of that line, when you take into consideration the collateral roads, that will extend to the cities of Norfolk, Beaufort, Wilmington, Savannah and Mobile, as the following table of distances will show. From Cincinnati to Norfolk, via Cumberland Gap, Morristown and Bristol:

	Miles.
Cincinnati to Morristown.....	275
Morristown to Norfolk.....	497

Total..... 772

From Cincinnati to Norfolk, via Danville, Knoxville and Bristol:

	Miles.
Cincinnati to Knoxville,.....	298
Knoxville to Norfolk,.....	538

Total,..... 836

Difference sixty-four miles in favor of the Cumberland Gap route, but in case the Virginia and Kentucky Railroad should be extended from Bristol to Cumberland Gap, as it is contemplated, it would materially shorten the distance between Cincinnati and Norfolk, as will be shown by the following figures. Distance from Cincinnati to Norfolk via Cumberland Gap and Bristol:

	Miles.
From Cincinnati to Cumberland Gap,....	224
Cumberland Gap to Bristol,.....	96
Bristol to Norfolk,.....	409

Total,..... 729

Making the direct line, via Cumberland Gap and Bristol, 107 miles shorter than the one via Danville and Knoxville. Distance from Cincinnati to Beaufort, North Carolina, via Cumberland Gap, Morristown and the French Broad Valley:

	Miles.
From Cincinnati to Cumberland Gap,....	224
From Cumberland Gap to Morristown,...	51
From Morristown to Beaufort,.....	503

Total,..... 777

Distance to Beaufort, via Danville, Knoxville and Morristown:

	Miles.
Cincinnati to Knoxville,.....	298
Knoxville to Morristown,.....	41
Morristown to Beaufort,.....	503

Total,..... 842

Making sixty-five miles in favor of the Cumberland Gap line:

It is evident, from the above figures, that a railroad line from Cincinnati to Charleston, via Cumberland Gap, Morristown and the French Broad Valley, is ninety-one miles shorter than the Danville, Knoxville and Blue Ridge line, sixty-four miles shorter to Norfolk, one hundred and seven miles shorter by a connection with the Virginia and Kentucky Railroad at Cumberland Gap, and sixty-five miles shorter to Beaufort, North Carolina; and all that is gained in favor of the Danville and Knoxville line is a saving of eighteen miles in shortening the distance between Cincinnati, and Savannah, and Mobile, which could be obviated by leaving the Lexington and Cincinnati Railroad at Paris, and taking the most direct and practicable route to Cumberland Gap. But if the friends of the enterprise consider it indispensably necessary to make a more direct railroad connection with Knoxville than via Morristown, a shorter and cheaper route than any that has yet been suggested can be found by leaving the main trunk road at or near Tazewell, thirteen miles from Cumberland Gap, and forty-five miles from Knoxville. The distance on this line, compared with that of the Danville and Knoxville, will stand as follows:

Distance from Cincinnati to Knoxville, via Cumberland Gap and Tazewell:

	Miles.
Cincinnati to Cumberland Gap,.....	224
Cumberland Gap to Tazewell,.....	13
Tazewell to Knoxville,.....	45

Total,..... 282

Cincinnati to Knoxville, via Danville,.... 298

Difference, 16 miles in favor of Cumberland Gap.

But in order to save expense let the branch road to Knoxville leave the main trunk road in the Clinch Mountain Valley, 23 miles south of Cumberland Gap, which would not increase the length of the road to Knoxville exceeding five miles, leaving only about 40 miles of road to build between Cumberland Gap and Knoxville, and that, too, on a very favorable grade, and light work, which would cost less than half that of the Knoxville and Kentucky Railroad, and would place Cincinnati eleven miles nearer Knoxville than by the Danville and Knoxville roads.

COST OF THE TWO LINES.

Even a much greater difference exists in favor of the Cincinnati, Cumberland Gap and Charleston Railroad line in regard to cost.

Cost of the Cincinnati, Cumberland Gap and Charleston Railroad:

Spartanburg to Asheville, 74 miles,.....	\$1,387,985 00
Asheville to Paint Rock, 43 miles,.....	825,117 94
Paint Rock to Cumberland Gap,.....	2,175,723 25

Total cost from Spartanburg to Cumberland Gap, exclusive of equipment,..... \$4,388,826 19
(See report of R. C. Macalla, Engineer, 1860.)

Cost of railroad line between Cincinnati and Charleston, via Danville, Knoxville, Rabun Gap and Columbia:

Cost of Blue Ridge and Knoxville Railroad, 195 miles,.... \$7,388,854 00
(See report of the President and Directors, November 22, 1856.)

Cost of the Knoxville and Kentucky Railroad between Knoxville and the Kentucky State line, 63 miles, exclusive of equipment:
1st Division, 30 miles,..... \$900,000 00
2d Division, 33 miles,..... 930,000 00

Making (Col. Prichard's rep.)...1,830,000 00

Total cost,..... \$9,218,854 00

UNFINISHED ROAD ON THE TWO LINES.

From Cumberland Gap to Paint Rock on the State line,.....	95 miles.
From Paint Rock to Spartanburg,.....	117 miles.
	212 miles.
From Anderson to Knoxville (Blue Ridge road).....	195 miles
From Knoxville to Kentucky State line (Knoxville and Kentucky road).....	63 miles.
	258 miles.

The above comparison shows the cost of the Blue Ridge, and Knoxville and Kentucky roads, to be \$4,830,028, or over double the cost of the Cincinnati, Cumberland Gap and Charleston, and Greenville and French Broad Railroads, extending from Cumberland Gap to Spartanburg. And that the total amount of unfinished work from Anderson, via Knoxville to the Kentucky State line, exceeds that of the Cincinnati, Cumberland Gap and Charleston road from Cumberland Gap to Spartanburg, 46 miles.

Also, that the Knoxville route is twenty-seven miles nearer Charleston, via Morristown, Paint Rock, Asheville, Butt Mountain Gap, Spartanburg and Columbia, (the distance being 425 miles) than via Rabun Gap, Anderson and Columbia, (the distance being 452 miles) and that the unfinished link of road (161 miles) on the Morristown route from

Knoxville to Charleston will cost only \$2,735,090 01, while the route from Knoxville via the Blue Ridge Road to Anderson (195 miles) will cost \$7,575,677.

RESOURCES OF EACH LINE OF ROAD.

Cincinnati, Cumberland Gap and Charleston Railroad Company:

Individual stock subscribed,.....	\$128,635
Claiborne county stock,.....	64,219
Stock subscribed by J. W. Patton & Co.,.....	175,000
State bonds appropriated for bridges, &c,.....	200,000
State bonds appropriated for iron and equipment, \$10,000 per mile, 95 miles,.....	950,000

Total am't of stock in Tennessee, \$1,517,854
Greenville and French Broad Railroad Company, from Paint Rock to Spartanburg:
Individual and county subscriptions, \$500,000
State subscriptions on section from Paint Rock to Asheville, 43 miles, 295,070
Spartanburg and Union Railroad Company,..... 200,000
Total,.....1,195,924

Total amount of stock subscribed, \$2,712,070
Which, deducted from total estimate of cost, will leave a deficit of \$1,675,902, which may be raised by mortgage bonds.

KNOXVILLE, KENTUCKY AND BLUE RIDGE RAILROAD—RESOURCES OF THE KNOXVILLE AND KENTUCKY ROAD.

Loan of the State for iron and equipment, \$10,000 per mile, 63 miles,....	\$630,000
State Loan for Clinch River Bridge,.....	100,000
City of Knoxville,.....	100,000
Knox county,.....	100,000
Anderson county,.....	100,000
Campbell county,.....	50,000
Individual subscription,.....	97,000

Total stock,.....\$1,177,000
Which, deducted from the total amount of the estimated cost of the said Knoxville and Kentucky Railroad, (\$1,830,000) will leave a deficit of \$653,000.

RESOURCES OF THE BLUE RIDGE RAILROAD COMPANY.

State guarantee of mortgage bonds,.....	\$1,000,000
State aid to Pendleton road,.....	43,500
Private subscriptions to Pendleton road,.....	52,000
Private subscriptions to Blue Ridge Railroad Company,.....	3,600
Private subscriptions to Tennessee River Railroad Company,.....	55,400
Tennessee State aid for iron,.....	540,000
Tennessee State aid for bridges,...	100,000
Subscription of Knox and Blount counties, and private subscription to Knoxville and Chattanooga Railroad,.....	250,000
Mortgage bonds of the company—first mortgage,.....	1,500,000

\$3,544,500

Which, deducted from the total estimated cost of the Blue Ridge and Knoxville Road, from Anderson to Knoxville, \$7,388,854, will leave a deficit of \$3,844,354, making a total deficiency of resources on the Knoxville and Kentucky and the Blue Ridge and Knoxville Roads of \$4,497,354—\$108,528 more than the entire estimated cost of the unfinished road from Cumberland Gap to Charleston, via Morristown, Paint Rock and Spartanburg. Besides, the Cincinnati, Cumberland Gap and Charleston and the Greenville and French Broad Railroad companies have raised no stock by mortgage, while over half of the

resources of the Blue Ridge Railroad company have been raised by a mortgage on the property of the company.

Another fact worthy of note, in regard to the grade of the Cincinnati, Cumberland Gap and Charleston, and the Greenville and French Broad Roads, is that it nowhere exceeds seventy-four feet to the mile, and that at only a single point, south of Morristown. That part of the road between Cumberland Gap and Morristown, the estimates were made by the engineer-in-chief, R. L. Owens, and later by R. C. Macalla, and were made to a maximum grade of sixty-eight feet per mile, and the highest grade on that part of the road, between Paint Rock and Spartanburg, is sixty-three feet per mile, and that only in one direction, from Spartanburg to the Tennessee State line. Going from Paint Rock to Spartanburg the maximum grade is forty feet to the mile. (See report of R. C. Macalla, Engineer of the Greenville and French Broad Railroad company, of 1859.) Much of the work has been done on the unfinished road (212 miles) between Cumberland Gap and Spartanburg. The principal part of the masonry, including the bridge across the Holston River, and part of the grading, have been done on the first section of ten miles north of Morristown. The grading is done on thirty miles south of Morristown, including all the heaviest work, leaving to grade only fourteen and a fourth miles, between the East Tennessee and Virginia Railroad and the North Carolina State line. The masonry is finished on the first twenty-two miles south of Morristown, including the bridges over Long Creek, the French Broad River, and the Big Pigeon, leaving unfinished only two small bridges across creeks to be done.

The cross-ties were all gotten out, and laid along the line of the road, ready for laying down the iron, on the first twelve miles. Three-fourths of all the iron, and all the chairs and spikes for the whole road between Morristown and the North Carolina State line were purchased by the company, and were being delivered at City Point in the fall of 1861, but were not received by the company, owing to the unfortunate civil war that was at that time on the country, which led to a suspension of the work on the road.

The work was let on contract, September 6, 1860, to J. W. Patton & Co.; the company consists of J. W. Patton, John E. Patton and N. W. Woodfin, gentlemen of large means, and deservedly of high reputation as experienced and skilful railroad contractors. They executed a bond with approved security, for seven hundred thousand dollars, to have the whole work between Morristown and the Paint Rock, on the North Carolina State line, (44½ miles) completed ready for the running of the locomotive, by the 1st of January, 1863. That contract still exists in full force, and it is expected that they will soon resume the work.

The North Carolina Central State Road is in an advanced state of progress, under the fostering care of the State, having subscribed three-fifths of the stock. The cars on this road are running to Morganton, and the work was let to contract to within eighteen miles of Asheville, and a large force were at work on this section, which includes the Blue Ridge and the tunnel, and Rutherford Road, which has been equally favored by the State, was advanced rapidly to completion, and was finished to Rutherford. They were both forced to suspend work in consequence of the late rebellion, but it is believed they will soon resume work, both aiming to form a connection

with the Cincinnati, Cumberland Gap and Charleston Railroad, and to be ready to meet us at the State line.

The commercial advantages of such a railroad line would be incalculable to the cities of Cincinnati and Louisville, placing them or either of them that may adopt the said Cumberland Gap line, in such close proximity with the cities of Charleston, Norfolk, Beaufort and Wilmington, and the rich and fertile country of East Tennessee, Western Virginia, and Western North Carolina, as would amount almost to a monopoly of the whole trade of those sections, which is difficult to estimate when we take into consideration the vast mineral and manufacturing wealth that will be developed by the building of the said railroad, and by the change in the system of labor that will in the future exist in those sections of country. The agricultural resources of that part of East Tennessee through which the Cincinnati, Cumberland Gap and Charleston Railroad will pass, is surpassed by no part of the State in the fertility or richness of its soil. During the winter of 1864, the rebel General Longstreet, with his large army, had his winter quarters at Morristown, and subsisted them from the immediate country, (the railroad having been previously torn up and destroyed,) and that too, after the country was supposed to be exhausted by the previous occupation, the summer and fall preceding, by the Federal army under Gen. Burnside. No part of the State of Kentucky is richer in stone coal, salines, petroleum and iron, than on this line of road, and no part of the State of Tennessee is so rich in minerals, especially lead, zinc, iron, mineral waters and marble. The finest marble in the United States, lies in inexhaustible beds along the line of this road, which is destined to be an article of immense wealth to the country, and will enter largely in the trade of Cincinnati. Copper ore has also been discovered along the line of this road, near Bean's Station, north of Clinch Mountain, and by a proper system of mining, may prove valuable. Mineral springs, possessing the best medicinal properties, are found in great abundance and variety along the line of the road from Cumberland Gap to Asheville, North Carolina. Near Cumberland Gap are found both sulphur and chalybeate water. In Claiborne county, south of Cumberland Gap, are found many excellent chalybeate springs that are much resorted to for health. In Grainger county, at Bean's Station, are the well-known Sulphur Springs, and near Bean's Station are the celebrated Tates' Epsom Springs, celebrated for their medicinal virtues, and surpassed by no mineral water in curative properties, not even the famous Saratoga Springs, of New York. Four miles south of Morristown, immediately on the line of railroad, is one of the largest sulphur springs in the world, possessing all the medicinal properties of that water. Further south, on the same line of road, are the celebrated Warm Springs, of North Carolina.

Much more might be said in favor of this line of railroad, but sufficient facts have been adduced to satisfy any unprejudiced mind of its superior claims over any proposed route, and the facts need be only understood to be appreciated.

M. CARRIGER, Sec'y and Treas.
Cin., Cumb Gap & C. R. R. Co.

The stock of Petroleum in New York, February 1, was 34,017 barrels crude and 15,444 refined, against 8,536 crude and 9,179 refined in 1865.

Railroad Meeting.

The Plattsburg *Sentinel* says that a large and enthusiastic meeting of the citizens of Clinton, Essex, Washington and Warren counties, was held at Fouquet's Hotel, Plattsburg, N. Y. pursuant to previous notice, on Tuesday, January 30, 1866, to promote the construction of a railroad south from Plattsburg through Essex county.

The convention was called to order by Hon. T. Hoyle.

On motion, Hon. T. A. Tomlinson was called to the Chair.

James Rogers, John Hammond, M. J. Myers and T. Hoyle were appointed Vice Presidents.

Wm. F. Calkins and Andrew Williams were appointed Secretaries.

After discussion Mr. Waldo moved the following:

Resolved. That the Convention is in favor of the construction of a railroad through Essex county, the northern terminus to be at Plattsburg, and the southern at Whitehall, and to be so constructed as to harmonize so far as practicable the business interests of Essex and Clinton counties.

On motion of N. C. Boynton, a committee of seven was appointed by the Chair to draft articles of association for the organization of a Railroad Company for the construction of a railroad between the points named, consisting of the following named gentlemen: T. Hoyle, M. J. Myers, A. B. Waldo, Jas. Rogers, Peter S. Palmer, Samuel Ames and Matthew Hale.

The committee, after a recess of 3 hours, presented articles of association, &c., which were on motion received and adopted.

January 31, 1866.

The chairman announced the requisite amount of ninety thousand dollars having been subscribed, the association is now organized.

On motion, Resolved, That the proceedings of this convention be published in the papers of Clinton, Essex and Washington counties, and in the cities of Troy, Albany, Poughkeepsie, New York and Boston.

On motion, the convention adjourned *sine die*.

THOS. A. TOMLINSON, Pres.

Wm. F. Calkins, }
A. Williams, } Secretaries.

The following named gentlemen were elected Directors: Chas. Bliven, New York, Edward Beck, Poughkeepsie, John A. Griswold, Troy, C. F. Norton, M. K. Platt, Plattsburg, Mathew Hale, Elizabethtown, John G. Wetherbee, Port Henry, John Hammond, Crown Point, H. G. Burleigh, Ticonderoga, N. Y. John H. Reed, Boston, Massachusetts, Timothy Hoyle, Champlain, James Rogers, Ausable Forks, Michael J. Myers, Whitehall, N. Y.

At a subsequent meeting of the Directors of Whitehall & Plattsburg R. R. Co., held at Fouquet's Hotel, Jan. 31st, Michael J. Myers, Esq., of Whitehall, N. Y., was elected President, John Hammond, of Crown Point, N. Y., was elected Vice-President, and Andrew Williams, of Plattsburg, N. Y., was elected Secretary and Treasurer.

The bill to grant aid for the building of a railroad due West from St. Joseph, has been defeated in the Kansas Legislature. The bill was defeated by the casting vote of the Speaker.

**Philadelphia and her Railway Interests—
the Pennsylvania Central Railroad—the
Atlantic & Great Western Railway.**

If it were merely proposed to build another great railroad through the State from east to west, without any guarantee that it would be worked on different principles from those governing the Pennsylvania Railroad, I do not feel clear that it is worth while for any one in this city to take the trouble to advocate it, since we see by the evidences of our own senses that this great corporation has brought us no trade that we could not have got without it; that in fact we have failed to obtain what we expected when we built the line, and that it has really benefited the region traversed by it to a less extent than its predecessor, the old mail line of the State public works. It will take more than the affidavits of the officers of the Pennsylvania Railroad Company and its connections to satisfy me that these things are otherwise. What I think is surely secured to us by the agreement of the Atlantic & Great Western and Reading Railroads is something far better. It is, in reality, a guarantee that the new line shall cultivate, instead of discourage, the way business; shall foster, instead of neglect, the trade of Pittsburgh; shall discriminate in favor of the trade of Philadelphia, and never against it; and shall bring hither the bituminous coal trade, which is now overlooked or discouraged.

When this line shall have been built and put in operation, we shall not be obliged to inquire at so much length how much interest we have in the management of the Pennsylvania Railroad, or whether it does or does not do things against the interest of Philadelphia and Pennsylvania that are patent to all; for if the new line favors us and the State, the other must either do so or lose its business in a short time. I commend this fact to the careful consideration of every man concerned in the welfare of the city or the State. I am so certain that the building of the new route will stop the evils complained of, that I regard it as presenting the issue, whether the Pennsylvania Railroad shall continue to be worked for the benefit of New York, or shall return to the purposes for which it was originally intended.

It can scarcely be possible that such widespread dissatisfaction could exist with the existing line along its whole extent, unless there were good grounds for it, and the mere fact of the Company being under the necessity of procuring the affidavits of its own officers to prove that it has not done the things where-with it stands charged, is sufficient to show that there must be something wrong. Without caring to enter too closely into this question, I assert that it is enough for us that the Company has lost the confidence of the people, and thereby has lost much of its ability to serve us. In this crisis I turn my attention naturally to two companies of immense capital, possessing the unlimited confidence of the people along their respective routes. They could not have retained that faith and respect had they not served the interests of those regions. They have done so because they profited largely by it, and for all the increase of business they obtained they felt encouraged to give the people commensurate additional facilities.

This is not the policy of the other company, as is manifest by the hostility toward it along its whole route. The complaints made in Philadelphia, bitter as they are, seem but faint in comparison with those we read continually in

the Pittsburg papers, or hear from the people along the Juniata and other sections. When we complain here that the company is absorbed in the through business between New York and the West, the reply is that it results from the lack of commercial enterprise in the city. But this will not account for the neglect of Pittsburg also. Are the merchants of that city lacking in enterprise, too? Nor will it account for the total neglect of the bituminous coal trade. Are the owners and operators of those mines to be held guilty of want of enterprise, like us Philadelphians? Nor will it account for the complaints of all the trading towns west of Harrisburg, all of which say precisely what the merchants of Pittsburg and Philadelphia say. Are they, too, unenterprising?

The truth is, and I may as well state it bluntly, that the policy of the Pennsylvania Railroad Company is so entirely unfriendly to the prosperity of the region traversed by it, that if another line were built right by its side, the old route would lose three fourths of its trade.

The report of the Philadelphia & Erie Railroad for the past year admits that the oil trade of that line was a failure. Yet we have all been looking to that work to bring that trade hither. The oil arriving here by the Pennsylvania Road reached Pittsburg by the Allegheny river. The Philadelphia & Erie failed to secure the oil trade because it was not properly encouraged, while the competing route was. Here we see the contrast. The two routes meet the oil trade at Corry on equal terms, but the oil men find more facilities offered them by the broad gauge company, and prefer that route.

I want therefore, to see whether, by allying ourselves with these new means of trade, we can not put Philadelphia in a better position for business than she now occupies. I want to try what can be done for our trade by companies possessing the unlimited confidence of the people along their routes, and who seem always prompt and ready to furnish the facilities demanded by the regions they seek to do business with. Philadelphia can not possibly suffer by the new arrangement. She must improve, and, if my judgment is correct, improve far more than can at present be calculated. There never yet has been an arrangement made offering to our city so many advantages as this one, and it would be extremely short-sighted in us to ignore them.—*N. Amer. U. S. Gaz.*

**The Internal Revenue and the Railway
Business—Important Correspondence.**

COLUMBUS, February 12.

Hon. E. A. Rollins, Commissioner of Internal Revenue, Washington, D. C.

DEAR SIR:—I have the honor to submit the forms of through and local bills of lading, issued by this company, which are similar to those in use by most railroad companies in the West. We are not entirely clear, even with your recent decisions in view, as to the value of revenue stamps to be affixed thereto, to render them valid legal documents. I have numbered the papers one, two and three, respectively, and will thank you to advise me your views of our duty, under the Internal Revenue Law, in affixing stamps thereto, with reference to both originals, duplicates and triplicates.

We are led to ask a reconsideration of your views, owing to our inability to reconcile recent interpretations of the law requiring a

five cent stamp affixed to bills of lading, with the rulings of the Internal Revenue Commissioner of August 22, August 26, and September 7, 1864, in which it is distinctly stated that "bills of lading or receipts for any goods, wares or merchandize to be transported from any port or place in the United States, and to be delivered at any other port or place in the United States, are subject to the stamp duty of two cents." An explicit decision on this point, at your earliest convenience, will prove of great interest to railroad companies and shippers generally.

Assuring you our desire to fulfill the obligations of the law, I am, respectfully, your obedient servant, G. R. BLANCHARD,

General Freight Agent C. O. R. R. Co.

No. 1 was the usual form of a through bill of lading.

No. 2 was a local bill of lading.

No. 3 was a form of "shipper's receipt."

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, February 19, 1866.

SIR:—Your letter of the 12th inst., in relation to the stamp duty on inland and domestic bills of lading, and the three bills therewith inclosed, have been received.

In reply I have to say that when an inland bill of lading is a mere receipt for the delivery of property, is liable to a stamp-duty of only two cents, but in case it contains any stipulation, undertaking or agreement, it is subject to a stamp-duty of five cents, as an agreement or contract. The amount of stamp-duty to which it is liable depends upon its terms and legal effect, rather than the name by which it is designated.

It follows that each of the bills of lading inclosed by you, when executed and issued by a person authorized to bind the company, must be chargeable with a stamp-duty of five cents, as agreements, to be valid and effectual, and to prevent any liability to a penalty from being incurred.

Where bills of lading are executed in sets of two or more, each bill of a set must be stamped as an original instrument, to have any legal value and avoid the incurring of a penalty. Very respectfully,

[Signed] D. C. WHITMAN,
Deputy Commissioner.

G. R. BLANCHARD,
General Freight Agent C. O. R. R. Co.,
Columbus, O.

**Railroad Bridge and Ice in the Hudson
River.**

Albany, N. Y. February 25.

The ice in the river in front of this city broke up between eight and nine o'clock this morning, and in a few hours the river was clear. The water rose rapidly, indicating that the ice had dammed up below the city, and it has since been ascertained that it is lodged near Castleton. The inundation here is comparatively light.

The early trains from New York this morning passed over the Hudson River Bridge, direct for Cincinnati, and the midnight train will also cross.

The ice in the river began to move about midnight, last night, and moved five miles below, and was there stopped at 6 o'clock this morning. It stood still opposite the city, and as far above as could be seen. At about nine o'clock it started again, and at 10:30 A. M., the river, opposite the city and above, as far as Troy, was clear. The bridge was subjected to

as severe a test as it can ever be put to, and stood it perfectly. An immense field of solid ice a foot thick and extending from one side to the other came down with a rapid current, using its force upon the channel pier, the grand pier and eight other piers, all at once, without moving any one of them. The field of ice was broken to pieces and ground to powder against the piers.

At the same time that the ice was passing, two trains of cars went over the bridge, carrying over safely the passengers bound to and from New York. It would have been impossible for them to cross the river in any other way. The ice made no dam at the bridge. On the contrary, the piers of the bridge broke up the ice, so it will be less likely to make a dam below the city, and will much sooner go quite clear out of the river.

The bridge is perfectly successful and satisfactory in all respects.

Petroleum Items.

WILL IT EXPLODE.—In a case recently on trial in the New York courts—*Schieffelin Brothers vs. Robbins*, one of the questions at issue was whether petroleum will explode without coming in contact with a flame. The defendant was employed by plaintiffs to convey five hundred barrels of petroleum from South Brooklyn to Williamsburgh. After about one hundred and fifty barrels had been discharged, an explosion took place, the result being the destruction of the oil and the boat. The suit was brought against the defendant as a common carrier, upon the ground that such common carriers could be excused from non-delivery of goods intrusted to them only from two causes, the act of God or the interference of public enemies, and that neither of these had operated in this case. The defendant set up the plea that he was ignorant of the explosive nature of the oil; that the plaintiffs had alleged that it was not explosive, and that he had relied upon that statement. He set up the damage by loss of his boat as a counter claim against that of the plaintiffs. The case was on for several days, when a verdict was given by the jury for the defendant, thus apparently deciding that petroleum will explode.

Transporting Oil.

We learn that parties in the oil regions are transporting oil through pipes. The pipes are two inches in diameter, laid just below the surface of the ground. The oil is forced through the pipes under a pressure of from 500 to 600 pounds per square inch. The elevation to the highest point is about 350 feet. The quantity of oil discharged from the end of the pipe is between twelve and fourteen hundred barrels in twenty-four hours. The cost of transportation is \$1 per barrel; cost by teams in spring and fall is generally from \$3 to \$3 50 per barrel. Messrs. Reed & Cogswell, engineers, of 55 Liberty street, this city, have built the pumps and boilers, and put in successful operation two lines of pipes from Pit Hole to Miller farm, on the Oil Creek (Pa.) railroad—a distance of about six miles. This line has been at work for the past three months; and they are now shipping the machinery necessary to equip two lines, each of nine miles in length.

A Pittsburgh refining house has made a contract for 10,000 barrels crude, to be delivered at Oleopolis, at \$6 50 per barrel.

The Tax Upon Petroleum.

In the Harrisburg correspondence of the *Times* will be found a series of resolutions praying for an abatement upon crude petroleum, and its total abolition in case of small yielding wells. At a meeting of oil producers, held at Petroleum Centre on the 20th ult., Messrs. C. M. and T. W. Phillips, well known as among the most successful of petroleum operators, were appointed a committee to memorialize Congress upon this subject. That memorial states that the production of crude petroleum from the date of the first imposition of the dollar per barrel tax, March 3, 1865, to January 1, 1866, was as follows:

Venango county region,...	1,020,126 barrels.
Western Virginia,.....	13,666 "
Ohio,.....	10,676 "
Kentucky,.....	2,405 "

The average price at the wells has not exceeded four and a half dollars, upon which the tax of one dollar per barrel has been about twenty-two and a half per cent., to which must be added the tax of twenty cents per gallon upon refined. It will be seen by these figures that the tax is enormous, discriminating most severely against this branch of industry. The Messrs. Phillips express a confidence that the placing of these facts before Congress will ensure the lessening or abolition of the tax, a result which all producers will unite in hoping for.—*Reno Times*.

The Nashville Times and Press, of Tuesday Feb 27, says:

General Milroy and Captain Mohler called upon us last night, with a specimen of oil taken from one of their wells at McMinnville, on Saturday last, which is of as fine a quality as any we have yet seen. At the depth of 131 feet the augur fell ten inches, and was drawn out, as it was supposed some accident had happened: but as soon as it was withdrawn, it was discovered that they had struck a vein of that dimension, and but for the fact that there are several crevices above it, it is believed that the oil would have risen the top.

Prof. A. L. Fleury, at Willard's Hotel, Washington, has issued a report on the oil-impregnated rock of Mecca, Ohio, and on certain processes by Mr. H. P. Gengembre, a French engineer, for extracting the oil. From 20 to 40 gallons of lubricating oil can be extracted from a ton of rock. One process is by lixiviation with benzine, which can be distilled out of the lubricating oil, and used over and over. Another process is by continuous distillation at a low temperature, which does not damage the oil or the apparatus. It is claimed that both processes are economical. Prof. Fleury proposes to sell the patents of Mr. Gengembre for \$15,000, or to entertain propositions to form a Company.

DISTILLATION OF COAL FOR OILS.—A correspondent writes to the *Journal of Gas-lighting* as follows:—"It may, perhaps, not be generally known that at however low a heat coal or cannel is distilled, there is nevertheless a certain quantity of permanent illuminating gas which refuses to be turned into oil. My own experiments in distillation for oil give from 1,000 to 2,000 cubic feet per ton as the yield of permanent gas, depending upon the heat and the quality of the cannel distilled.

Australia advices of November 17, 1865, state that oil had been struck near New South Wales, yielding 140 gallons of crude, equal to 100 gallons of refined oil per day.

The Pittsburgh Refiners' Association has taken preliminary steps towards having the refiners of that city represented by their oils at the International Exposition of Paris, in 1867. We sincerely hope that the oil trade will be adequately represented at that great industrial convocation.

The receipts at Pittsburgh to the 17th of Feb., as reported by the *Commercial*, were:

For the week,.....	3,127 barrels.
From January 1,.....	92,657 "
Same time, 1865,	19,354 "

Increase, 1866,..... 73,303 "

A telegram from Nashville says:

A Petroleum Board met this afternoon. They intend to form a permanent board, and publish a weekly newspaper devoted entirely to mining interests.

In Belgium, petroleum is being adapted to lighting mines.

RAILROAD ITEMS.

The Railroad Committee of the Assembly of the State of New York have reported favorably a bill granting State aid to a railway on the west side of Lake Champlain, from Plattsburg to Whitehall. The bill provides for payment by the State of \$5,000 per mile, from time to time, as ten miles of the road are built and ready for operation. The road is to be completed in 2 years. This road will bring New York City 50 miles nearer to Montreal, and will turn the great tide of commerce from the North and West, that now seeks tide-water at Boston and Portland, to New York via the Hudson River.

Holmes Hinkley, manufacturer of the first locomotive in America, died last week in Boston. When the first locomotive was completed, it was with great difficulty that he found a purchaser. He did not lose his faith, however, but proceeded at once to build 4 more—determined to achieve success. Before those were completed, railroads were felt to be a necessity, and he lived to see the "Hinkley" engine among the foremost in the country, and to construct and deliver from his works 737.

The sale of 21,200 shares of new stock of the Chicago & Alton road at \$30 per share to present holders of its stock will not be consummated until three-fourths of the share-holders give written assent. The \$30 per share is payable in equal amounts on the 1st of April, July and August, and the proceeds are to be used to buy the Alton & St. Louis road. If this cannot be done profitably the money is to be temporarily invested in United States securities.

INJUNCTION GRANTED AGAINST THE A & G. W. R. R.—The great controversy between the Pennsylvania Railroad Company and the Atlantic & Great Western Railroad and the Catawissa & Reading Railroad, has been decided by Justice Read, of the Supreme Court, in favor of the Pennsylvania Railroad; the injunction prayed for being granted.

The strike of the engineers and firemen on the Michigan Southern R. R. has resulted in their discharge, and the hiring of others. Some freight trains were detained 24 hours by the strike—no passenger trains. All are running now as usual.

A Bill has been introduced in the Pennsylvania House of Representatives requiring \$7,000 to be paid by any railroad company to the widow or minor child of any person killed on a railroad while riding in a car. If the railroad Company make default in payment, the Court of Common Pleas may grant a writ of peremptory mandamus to enforce the payment.

NEW TRACK.—We understand the Louisville, New Albany & Chicago Railroad Company are making preparations to relay forty miles of the middle division of their track with the compound rail, early this spring.—*Lafayette Journal.*

The Grand Trunk Railway Company have issued a circular notifying the agents that in consequence of the abrogation of the Reciprocity Treaty they have decided in the mean time to give the preference to the shipments of all freight for the United States.

The New York Commercial says it is reported that the Western Union and United States telegraph lines have been consolidated, thus making only one company, with their lines running to all parts of the west, and through to San Francisco.

During the year 1865 about 125,000,000 letters passed through the post-office of the city of New York. The amount of postage on both letters and papers was \$1,721,579 40; amount received for box-rents, \$67,786 75; expenses of office \$359,791 71; profit to the Government over expenses, \$1,503,174 42.

The Act to authorize the Shenanga Coal Co. to construct a railroad from the Ohio State Line to a point on the Pittsburg & Erie Canal near Wheatland Furnace, not to exceed three miles in length, has passed both houses of the Legislature.

The supplement to the charter of the Morris & Essex R. R., by which the contract with the A. & G. W. R. R. is confirmed, passed the New Jersey Legislature on the 14th.

The Vicksburg & Shreveport railroad was recently sold at auction for \$50,000.

MONETARY AND COMMERCIAL.

At the close of the week the market ruled extremely close, consequent upon the demand arising from the necessity of redeeming the stock of whisky held in bond. March 1st being the time fixed upon by the Commissioner of Internal revenue, for making this payment of excise on the stocks in hand, produced a temporary stringency, as the amount required was large, one house alone, we are told, having to pay \$140,000.

The home pressure for currency rendered the exchange market dull and rates lower, this will, however, react in a few days, when the market will assume its normal condition. The quotations for exchange and gold are:

	Buying.	Selling.
New York.....	par.	50 prem.
Philadelphia.....	par.	50 prem.
Boston.....	par.	50 prem.
Gold.....	136	137
Silver.....	126@128	120@130

The *Cincinnati Commercial* in speaking of the successors (Lowry, Perin & Co.) of the old hardware firm of Tyler Davidson & Co., says: "but very few firm names in the city have remained so long without change as has that of T. D. & Co., or enjoyed a greater degree of uninterrupted prosperity. There have been changes in the partnership, made by the reception of clerks in the house to interests in the business, and their subsequent withdrawal; but the leading members of the house—Messrs. Tyler Davidson and Henry Probasco—have remained at its head until the death of Mr. Davidson a few weeks ago. Mr. Probasco now retires from the exacting duties of active business, and the surviving partner—Mr. W. J. Lowry—associates with himself Messrs. Oliver Perin and James W. Gaff. The new firm will enjoy all the facilities of the old, and inherit, we doubt not, its honorable distinction of being one of the best houses in its line of business in the West."

In the general market business is reported dull and sales confined to small assorting lots. In Dry Goods a slight decline is noted in some lines of goods. Groceries remain steady. Boots and Shoes without change. Pig Iron is firm at \$50 for No. 2 and \$53 for No. 1. Whisky is in demand at advancing prices, with a light stock on hand. In Flour but little doing.

The following shows partially the business of the United States Depository in this city:

Interest paid on 7 3-10 Bonds in January, 1866	\$ 222,922 41
Interest paid on 7 3-10 Bonds in February, 1866.....	401,290 20
Deposits on account of Temporary Loan for January, 6 per cent.....	\$ 624,212 61
Deposits on account of Temporary Loan (one day) for February, 6 per cent.....	\$ 798,900 00
Deposits on account of Temporary Loan for February, 5 per cent.....	31,000 00
	249,500 00
	\$ 1,079,400 60
Receipts from Customs, January	\$ 36,142 02
Receipts from Customs, February.....	67 807 46
	\$ 103,949 48

Of the money market in New York the *Tribune* of Tuesday says:

In commercial paper there is no change, for the better and best names pass at 7½@8; good at 9@10; fair at 10@15 per cent, and some as high as 18 per cent. The bank statement shows a further contraction of legal tenders, and a large decrease in deposits. Long engagements for money are avoided, and moderate interest with safety is the rule with lenders in and out of bank.

Of the stock market the *Tribune* says, that "in the Miscellaneous shares little done; Atlantic Mail sold at 134½, and Pacific was not offered under 210. The Railway Share Market opened steady upon the street, and was barely supported at the Stock Exchange. After the call a rush was made to support Erie, New-York Central and Pittsburg, and prices were forced to 83½ for Erie; 92½ for New-York Central, and 78½ for Pittsburg. This spasmodic advance was wholly the work

of professional speculators and brokers. The closing prices at the public board were as follows: Cumberland Coal, 45@45½; New-York Central, 92½@92½; Erie, 83½@83½; Hudson River, 102½; Reading, 100½@100½; Michigan Southern, 69½@69½; Cleveland & Pittsburg, 78@78½; Rock Island, 104@104½; North-Western, 27½@27½; do. Preferred, 54½@54½; Prairie du Chien, 92½@92½; Schuylkill, 17½@17½."

The whole number of National Banks now organized is 1,630, with an aggregate capital of 407,859,203. The amount of circulation issued to them during the week reaches \$2,172,635; previously issued, \$254,902,275; total, \$257,072,910. The following banks have been designated as additional depositories of the public money: First National Bank, Charleston, Ill.; First National Bank, Hannibal, Mo.; National Bank of Newburn, N. C.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG-FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.
Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent.
E. F. FULLER, General Ticket Agent. myll

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Printers,

167 Walnut St., Cincinnati, O.

PACIFIC OIL WORKS COMP'Y,*50, 52 and 54 West Front Street,*

CINCINNATI, O.

*Refiners and Manufacturers of***BENZINE, CARBON & HEAD LIGHT****OILS,****Railroad & Machinery Oil.**

SUPPLY AGENTS, MASTER MACHINISTS, AND others, are invited to examine our stock of Oils before purchasing elsewhere. Send for samples, and test thoroughly before buying. These Oils are warranted perfectly free of grit or acid. For economy, purity, durability, and cheapness, they are unequalled.

Attention is called to a superior

Head Light Oil,

Which is branded to stand a fire test of over one hundred and fifty degrees. This will burn longer than any other oil. It engenders less crust on the wick. Will not congeal in the coldest weather. Gives greater brilliancy of flame, and has unqualified safety.

PACIFIC OIL WORKS CO.*No. 50, 52, & 54 West Front St., Cincinnati, O.*

17Mar.1.

CINCINNATI

LOCOMOTIVE WORKS.**ROBERT MOORE & SONS,***Manufacturers of***LOCOMOTIVES,**

MARINE AND STATIONARY ENGINES, IRON AND
BRASS CASTINGS, BOILERS, TANKS, ETC.

Also,

Repair and Rebuild Locomotives.

CINCINNATI.

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FOR SALE BY

WRIGHTSON & CO.*167 Walnut Street, Cincinnati, Ohio.***CHOICE TRACT**

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WEST VIRGINIA,

ON A

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WRIGHTSON & CO.*167 Walnut Street,***CINCINNATI.****CUMBERLAND COUNTY****OIL LANDS,**

NEAR

The Great Crocus Well,

WITH

Productive Wells all
around them.

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IN

Kentucky & Tennessee,

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WRIGHTSON & CO.*167 Walnut Street,***CINCINNATI.****100,000 ACRES**

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OIL LANDS

IN

Eastern Kentucky.**40,000 ACRES**

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NEAR THE

CUMBERLAND RIVER.

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Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot

E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Cincinnati & Chicago Air Line.

—Kellogg, Contracting Agent, Vine St. under Burnett House.
H. J. Page, General Freight Agent, at Chicago.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburgh, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

—Kellogg, Contracting Agent, Vine St. under Burnett House.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

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H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

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H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1865.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

JULY 1, 1865.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:40 P. M.
HAMILTON.....	9:57 "	11:43 "
DAYTON.....	11:30 "	12:55 A. M.
SPRINGFIELD.....	12:35 "	1:45 "
URBANA.....	1:40 P. M.	2:15 "
GALLION.....	5:25 "	6:10 "
MANFIELD.....	6:50 "	7:15 "
AKRON.....	9:30 "	10:00 "
RAVENA.....	10:05 "	10:40 "
LEAVITTSBURG.....	11:00 "	11:40 "
GREENVILLE.....	12:15 A. M.	1:40 P. M.
MEADVILLE.....	1:20 "	2:30 "
CORRY.....	2:45 "	3:55 "
Arrives SALAMANCA.....	4:58 "	2:55 "
NEW YORK.....	10:30 P. M.	1:00 "
BOSTON.....	2:30 "	8:00 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	2:45 A. M.
PHILADELPHIA.....	5:35 "	6:55 "
BALTIMORE.....	5:45 "	7:00 "
WASHINGTON CITY.....	9:05 "	10:35 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,

for meals.

No effort will be spared by the Company to render a tri-
o-er the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth Street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.
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CHAS. COOK, }

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:

At 6:40 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

Mail Train—At 8:00 a. m., for Flemington, Easton Water Gap, Scranton, Wilkesbarre, Great Bend, Piqueton, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburgh, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabeth.

12:00 m. Train—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT AND NEW-YORK FERRY.—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. Y., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twelfth-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:15; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:15; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

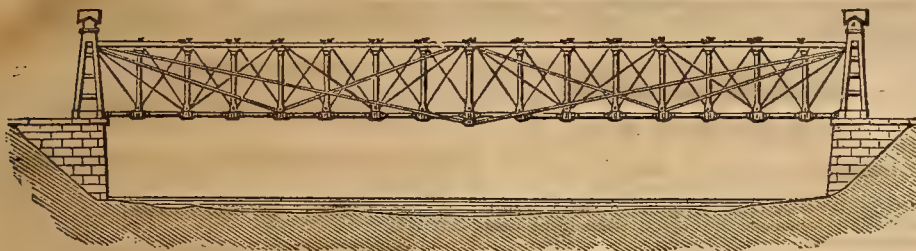
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

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ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

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Up Stairs, CINCINNATI, O.

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MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALERS

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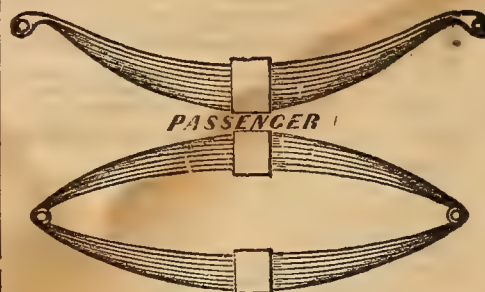
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RAILWAY SPRINGS. FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and takes orders.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all
The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for
SPEED, SECURITY AND COMFORT.
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail and Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

Sleeping Cars by Night Express Train.
The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City..	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville....	5 00 P. M.	12 50 P. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 50 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays.
Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnet House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omni-buses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

	DEPART.	ARRIVE.
Louisville, St. Louis and Cairo Depart.		
Mail.....	7:20 A. M.	8:40 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M.	11:00 P. M.
Louisville, Special Train.....	3:45 P. M.	1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. POLLET, General Ticket Agent.
W. D. Gaiswold, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omni-buses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

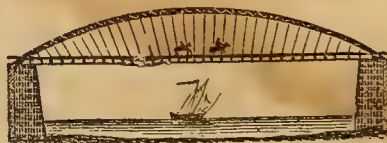
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

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STEPHEN MORRIS,
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S. F. M. TASKER

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.45 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections made for all points East & West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MARCH 8, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

Cl.	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail and Accommodation.....	9:00 A. M.	5:00 P. M.
Lumber Accommodation.....	4:00 P. M.	4:00 A. M.
Morrow Accommodation.....	5:30 P. M.	8:00 P. M.
Night Express.....	7:00 P. M.	3:30 P. M.
Night Express.....	10:00 P. M.	9:40 A. M.

MARIETTA AND CINCINNATI.

Mail.....	5:00 A. M.	7:30 P. M.
Hillsboro Accommodation.....	3:25 P. M.	11:00 A. M.
Night Express.....	9:30 P. M.	5:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 P. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:30 A. M.	10:30 A. M.
Mail & Springfield Express.....	2:00 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	7:30 P. M.	1:10 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:15 A. M.	2:20 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION R. R.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:30 P. M.
Night Express.....	6:30 P. M.	3:00 A. M.

The Tendencies of Commerce—Debt—Gold and Currency.

We are evidently approaching another commercial crisis. Whether it is a little nearer, or a little farther off, may depend on various circumstances. A very little improvidence on the part of either Government or merchants, would make the greatest commercial catastrophe this country has ever known; but, as the Secretary of the Treasury is a man of sense and experience, and the leading merchants have much intelligence and some prudence, we may safely assume they will not hurry on a crisis faster than it will naturally come. In the meantime, let us look at commercial affairs, and see if we can discern some of the main features of the case.

I. *Of Government Operations.* The Secretary of the Treasury is at the present the greatest Banker in the world; and not merely the greatest, but greater than all others put together! If then, Bankers exercise the influence over trade which is usually ascribed to them, what a tremendous influence the Secretary can exert, if he chooses. It is to be presumed, that having enough to do to take care of the finances of the Nation, he will hardly take the responsibility of regulating its commerce. But, that he has a Banking power, which no man on earth ought to have will be obvious, from the following statement of the currency, now under the direct control of the Secretary of the Treasury, viz.:

	Feb. 1.	March 1.
Greenbacks.....	\$423,435,373	\$423,435,373
Gold Certificates..	8,391,080	12,627,600
Fractional Currency, 26,553,348		27,523,734
	\$458,846,547	\$463,586,707
National Bank Notes.....		290,000,000
Demand Currency.....		\$753,587,407
Cash Means (Gold).....		\$55,736,192
" " (Currency).....		60,282,767

Total cash on hand.....\$116,018,959

This is an exhibit of the Bank of the United States, under the management of the Secretary of the Treasury. It is a gigantic Bank; and the very first thing to be asked is, what will be the movement of this Bank? The first fact, and an all important one is, that the Secretary cannot make any sudden or great movements of any kind; and it is well for the commerce of the country, that he cannot. Independent of the replacing, or re-borrowing of 800,000,000 dollars of the funded debt of the Government, in the next three years, he has to meet in the next sixteen months, and pay \$247,372,021 of liabilities falling due in that time, besides all the immense amount of claims, which are continually arising against the Government. This two hundred and forty millions he must pay out of the surplus revenues of the nation, unless the funded debt is permanently increased. We have no doubt, that, with the present Internal Revenue, we

can do this; but it is evident that it will leave the Secretary powerless to contract the currency, which is exactly where he ought to be. Hence, all sensible men are now agreed upon what we wrote at the time, that Mr. McCullough's plan of making a new funded debt of two hundred millions in order to pay the Legal-tender Notes is an absurdity. Congress will not, and ought not to do any such thing. Contraction, we must have, in time; but, as the Government is the great banker, and alone has power to make contraction, it is evident that it can proceed no farther than it has surplus revenues. The movement which the government revenues permit, we see by the 1st of March statement of the Treasury. This movement is as follows;

Increase of Cash.....	\$4,232,581
" of Gold Deposits.....	4,236,520
" of Currency.....	2,532,910
Decrease of Public Debt.....	5,048,142

The Legal Tenders remain the same; the Fractional Currency has increased \$1,000,000, and the Gold Certificates \$4,000,000. We see, therefore, that notwithstanding the Ft. Wayne speech, and the flaming Report, Mr. McCullough's contraction is advancing backwards! In fact, Mr. McCullough undertook an impossibility, and has landed just where intelligent political economists knew he must land. We must submit to fact. And, here is the first fact, in the commercial condition, that the currency is not diminished; and there is no probability, that it can be contracted, except by slow degrees. This being the fact, it is evidently not from that quarter that a convulsion is to be expected. What is it then?

2. *The Commercial Debt.* The increase of debt and credits is the first cause of the coming crisis (if it come); but, as this is a cause, over which the leading merchants of the country have a control, they may do much to avert it. When the war closed, every man in business acted upon a supposition, which was partly true, that the country, and especially the South, needed supplies to a large amount, and so every trader and manufacturer went to work to supply the markets. The result is, that the business is overdone; and the Atlantic Ports have on hand a great deal more goods than is wanted. Much of the cost of these is unpaid; but, this is only one part of the difficulty. Merchants have recommenced their old system of credits, long credits, especially in the South, and the result of this must be eventually to create embarrassments. But the embarrassments in this country are not likely to be the exciting cause of a crisis.

3. *Danger of the Trade of England.* It is not in this country merely, that prices have risen; the state of commerce in England is more dangerous than our own. England has been rejoicing in a vastly expanded foreign trade. The Chancellor of the Exchequer has boasted of its enlargement in every quarter of the world. The war, by Rebel

Pirates, diminished American Navigation, and vastly increased the commerce of England with India, China and Egypt. The increase of English commerce is enormous; and prices there have risen, on an enormous inflation of trade. But everything now is changed. American ships increase. American cotton increases; and in fine, the competition which England had to sustain before the war, has recommenced. Her commerce must *relatively* be diminished, and prices will fall, and at no distant date, England must meet with a great commercial convulsion. This is one of the chief dangers of a crisis here; for England and the United States are intimately associated in commerce. If England were soon to have a commercial convulsion, that united with our expanded currency and renewed credits, would give a great shock to the mercantile system of this country. The English convulsion will, in our opinion, *precede our own*. The English crisis we consider inevitable; but, our own may possibly be averted four or five years. But there is another movement going on, which is intimately connected with all the others. This is,—

4. *The Gold Movement.* That the real value of gold, as an exchangeable commodity has diminished and is diminishing, no intelligent man can doubt. The universal rise of prices in Europe, as well as America, is proof of this, if it were not found also, in the enlarged supply in all quarters of the world. And, it is impossible to imagine how it could be otherwise. Since 1850, the United States has produced *eight hundred millions of dollars in gold*. This is at a rate of at least treble the production of Spanish America in the sixteenth century, when all the world went crazy in commercial speculations. At the same time the product of gold has increased in other countries; and no matter how great the quantity consumed by the arts, gold must become, and is becoming a drug. Gold is produced in our country over an extent of thousands of miles; and can be produced about as profitably as corn or potatoes. From this date, we may anticipate in all producing countries not less than one hundred millions in gold per annum. It took several years to fill the reservoirs of gold in the great commercial countries; but that is done, and henceforth gold must follow the law of all other commodities, its value depending on *supply and demand*. If there is more in the country than is needed for the purposes of trade, it must fall in value; and this effect we are beginning to see. Gold has fallen in two months 10 per cent; and although it may rise occasionally, *its general tendency is downwards*. This is inevitable, as we shall see, if we consider that there is *no use for gold in this country*, except to pay our balances to Europe. But our balances to Europe must diminish and must be turned in our favor; from these facts,—1. That the exportation of

cotton is, and must continue to be very great; and the crop of 1866 is likely to be immense; 2. That our Bonds are continually going to Europe; and—3. That the great importations which have taken place in the last three months, must necessarily be greatly diminished hereafter for want of markets. Thus, we see all causes operating in our favor, as to balance of trade, while our gold product is continually increasing. The result is inevitable. The balance of trade will be in our favor, and the price of gold constantly diminish, till it will probably amount to little or nothing.

Atlantic and Great Western Railway vs. Pennsylvania Railroad.

In the Supreme Court of Pennsylvania, on the 26th of February, this important case was tried, when *Justice READ* delivered the *opinion*, and ordered a decree, as will be seen, rendering *null and void* the contract for the running connection of the Atlantic & Great Western Railway with the Catawissa Railroad. We have a very vivid recollection, from early boyhood, of the proverbial talent and capacity of a "*Philadelphia Lawyer*," (and from the best information we can obtain *Justice READ* stands at the head of his profession,) in unravelling knotty points, that we confess we anticipated in reading the opinion that we should find such a marvellous display of acumen and wisdom, such a collection of unanswerable arguments and clear logic, that it would stand as a beacon for all time to come in railroad law. Nor, can we say, that we are disappointed in the effort of the *Justice*, who like the fabled Goddess is undoubtedly blind, having one eye covered with *Philadelphia* and the other with *Pennsylvania*, so that all the world, and the rest of mankind are entirely ignored.

It will be seen that the learned *Justice* cites the extensive and invaluable experience of our *British* cousins as to the comparative value of the narrow and the broad gauge, and the act of Congress of 1863 to prove the same fact. He also recounts the duly appreciated and incalculably valuable services, during the war, of the Pennsylvania Railroad in transporting a *twenty inch gun* for the government, (the job being too big for any other contractor) without "break of gauge," and the great capacity of the Pennsylvania Railroad to absorb the property of other less wealthy corporations; the direct *cash* interest the State of Pennsylvania and the city of Philadelphia has in the stock of the Pennsylvania Railroad, and the absolute necessity of building a *dam* across the *stream of trade* and travel to force it from its natural course to the port of Philadelphia. HENCE, "*the contract of the 1st of November, 1865, is invalid and void*," and therefore "*Let decrees be drawn in conformity.*"

The "*Sun*" ought to stand still in amazement, "*Solomon*" come forth and express his admiration, and all the people fall down and worship at this "*great image*" that thou, O, King, Pennsylvania, has set up. But to the opinion, we give all that our space will permit.

The real question in this case is, whether the railroads of the Atlantic & Great Western Railway Company and the Philadelphia & Erie Railroad Company, are connecting roads within the meaning of the Acts of Assembly of the 13th March, 1847, the 29th March, 1859, and the 23d April, 1851; for, if they are such connecting roads, then the first-named road is connected by means of an intervening railroad, with the Catawissa Railroad, which is unquestionably directly connected with the road of the Philadelphia & Erie Railroad Company.

The road of the Atlantic & Great Western intersects the Philadelphia & Erie Road at Corry, in the county of Erie. Does it connect as well as intersect? The one has a range of six feet, and the other of four feet eight and a half inches. The one runs across the State, and, by means of connecting roads, forms a through line from New York to Dayton, Ohio, with further Western connections, while the other road is entirely on Pennsylvania soil, and connects the city and harbor of Erie with the city and port of Philadelphia, the commercial metropolis of the State.

There is necessarily a break of gauge at Corry, and the cars and locomotives of one road can not run upon the other road. This is a physical impossibility, as the two roads are now constructed, and proved to the Court to exist at the present moment. If all the rolling stock of one road were by an accident destroyed, or withdrawn, the remaining road could not operate it with their rolling stock, although perfectly willing to supply the wants of the intersecting road. There can not, therefore be, and there is not any mechanical connection between the two roads.

RESULT OF BRITISH EXPERIENCE.

It is the indisputable result of British experience, first, that the narrow gauge is preferable to the broad gauge, not only on the score of commercial convenience, but for its superior economy in making and working; second, that there should be an entirely uniform gauge over the whole railway system of the country; and third, that there should of course be no break of gauge. In a State like Pennsylvania, crossed and interspersed by chains of hills and mountains, where the passes are few and narrow, there can be no doubt that the only permissible gauge should be the uniform narrow gauge of four feet eight and a half inches, originally fixed and adopted by the State upon the Columbia Road, which regulated that of the Pennsylvania Railroad, the Philadelphia & Erie, Northern Central, Catawissa, Philadelphia & Reading, Lebanon Valley, North Pennsylvania, Philadelphia, Wilmington & Baltimore, Germantown & Norristown, and the Westchester roads, all leading to and connecting with the city of Philadelphia, now covering 130 square miles of territory, with a population of more than 800,000 souls.

THE PENNSYLVANIA RAILROAD.

To the stock of this road what is now, the city of Philadelphia subscribed five millions of dollars, the county of Allegheny one million, and the citizens of Philadelphia (business men and operatives depending upon their daily labor for support) subscribed the balance

that was then deemed necessary to make the road. It was, in fact, a Philadelphia enterprise, deemed absolutely necessary for its business connections with the interior and the West, and it was undertaken at a period when we were just beginning to recover from one of those financial collapses to which we have been periodically subjected.

By the purchase of the main line of the Public Works from the State, in 1850, this Company became the owners of the entire route from Philadelphia to Pittsburg, and were enabled to build and complete a double track, first class road, connecting the waters of the Ohio with those of the Delaware.

The tracks on the Columbia Railroad were moved further apart, so as to admit wider cars, for it was the original fault of this road and the Reading Road, that the two tracks were brought too close together. The Harrisburg Road was improved; and the Portage Road and all inclined planes and stationary engines were dispensed with.

It connects with Cincinnati by the Steubenville route, crossing the Ohio by one of the most extensive and magnificent iron bridges in the world; and by other roads with Cleveland, Chicago, St. Louis and the great West. Thus the great trade of the West passes into the two great cities of the State, Pittsburg and Philadelphia, and thence by the connecting railway now building, the Philadelphia & Trenton, and Jersey roads to New York, without any transshipment whatever.

During the late rebellion the Pennsylvania Railroad became the great route for the transportation of troops and munitions of war, to and from the West and Southwest, and upon three days' notice, could have furnished at Philadelphia, Baltimore or Pittsburg, accommodations and cars for the transportation of an army of 60,000 men from one point to the other, in twenty-four hours, with all their equipments and munitions of war.

I believe this to be correct, for in 1862 (and their capacity is now greatly increased) it was ascertained by the agent of the Camden & Amboy Company, that they could transport from Philadelphia to New York in twenty-four hours, by their roads and canal, an army of 100,000 men, with all their equipments and munitions of war. They were never called upon to transport more than 8,000 men in one day, and this was done in from five to seven hours, without interrupting their ordinary travel.

BIG TWENTY-INCH GUN.

Beside the transportation of the heavy guns manufactured at Fort Pitt Works, they carried the big 20 inch gun, twenty-five feet long, weighing 116,400 pounds, and throwing a solid shot of 1,000 pounds, on cars specially constructed for the purpose by the Pennsylvania Railroad Company, over their road to Harrisburg (248 miles), and thence by the Lebanon Valley, East Pennsylvania, Lehigh Valley, and New Jersey Central Roads, to Elizabethport, New Jersey, a total distance of 419 miles, without change or transshipment, or break of gauge.

INTEREST OF STATE AND CITY.

For the Main Line the company gave the State \$7,500,000, which was increased in 1861 by the commutation for the tonnage tax, and they increased the annual payments to \$460,000, which would extinguish the whole debt in 1890. The amount still due the State is \$6,700,000, secured by bonds which are a lien upon the Main Line. The city of Philadelphia holds 103,342 shares, equal, at par,

to \$5,167,000, being \$167,000 more than her original investment, beside having received \$2,500,000 in cash, or its equivalent, over six per cent. on the original subscription. Every original stockholder, who is still one, has always received six per cent. interest for his money, beside the ordinary and extra dividends above that per centage.

The improvements already made, and which are still progressing on the west bank of the Schuylkill, the Junction Road, the iron bridge over the Schuylkill, the grain elevator, and the wharves on the Delaware, attest the public spirit and enterprise of a company which has added so largely to the wealth and prosperity of my native city.

The city of Philadelphia has a money interest in this road of \$5,167,000, and the State of Pennsylvania of \$6,700,000, making a total of \$11,867,000.

Under three distinct charters from the States of New York, Pennsylvania and Ohio, the main line of the Atlantic & Great Western commences at a junction with the Erie Railway at Salamanca, 414 miles from New York, and runs in a southwesterly direction 388 miles to Dayton, Ohio. I have not been furnished with the New York charter, and only with the third section of the Ohio charter, and I have not the dates of either, and I do not know their provisions. The charter of the Atlantic & Great Western Railroad Company of Pennsylvania is to be found in four acts of Assembly, of 20th of May, 1857, (P. L. 801); 15th of April, 1858 (P. L. 300); 10th March, 1859 (P. L. 125); and 22d March, 1865 (P. L. 540); and the length of the road in this State is 88 miles.

The main line (which is single) at Dayton connects with a railroad to Cincinnati, a narrow gauge road, which has put down a broad gauge "straddle" track (rails on either side of narrow gauge rails,) to accommodate the Atlantic & Great Western traffic. It there joins the Ohio & Mississippi Railroad, (broad gauge,) terminating at St. Louis. In the report of Mr. Forbes (who was sent to this country to inspect the road,) to the London Board of Control of the Atlantic & Great Western Railway, on the 23d November last, he says, "By means of the three associated Companies, the New York & Erie, the Atlantic & Great Western, and the Ohio & Mississippi, a new and unbroken communication 1,200 miles in length, on the six foot gauge, has been opened between New York Cincinnati and St. Louis, and between the Atlantic seaboard and the Ohio and Mississippi rivers.

BUFFALO EXTENSION.

Among the branches of the main line as appears by the New York certificates of the consolidation, there is a separate corporation called the Buffalo Extension of the Atlantic & Great Western Railway Company, who are constructing a road from Randolph, near Salamanca, to Buffalo, of the six foot gauge.

LONDON BOARD OF CONTROL.

The Atlantic & Great Western being built by English capital and controlled in London, it was stated at the same meeting of bond and shareholders in November, by the President of the London Board of Control: "We are met here to-day for friendly explanations. I felt it my duty when I took the position of Chairman of the London Board of Control to require certain things to be done. The first was that all money should be sent over to London, that we might know what we earned, that is, forty per cent. of the receipts." It is not, therefore, singular that the principal informa-

tion as to this road is to be gleaned from the English railway journals. The road is spoken of as feeding the Erie with great additional traffic to New York, and it is said "under the circumstances it is not surprising to learn that the Erie Company, which will doubtless derive a great benefit from the Atlantic & Great Western," has engaged "to supply rolling stock to the amount of five million dollars for the purpose of the through traffic between New York and Cincinnati," and this engagement "is being faithfully and energetically fulfilled by that (Erie) Company," and the road is said to be "promoted by a number of leading Englishmen," a technical term in England designating the planners or originators of a company.

In addition to the report of Mr. Forbes to the London Board of Control, there was also a detailed report of the 29th of May last, by Mr. Mosely, an English engineer, sent out to inspect the road.

An enthusiastic gentleman, at the November meeting said, "It was the interest of every gentleman in that room to promote emigration to the far West upon a very large scale, as their traffic would be increased by addition to the population. The more English people went over there the better. The people in the great West would understand how necessary a free trade was to their advantage and development. Every Englishman was a missionary of free trade."

OHIO ACT.

The Ohio Atlantic & Great Western Company, at a meeting of their stockholders, on the 12th September, 1865, adopted the joint consolidation agreement. The same was done the same day by the Pennsylvania Company, and the two New York companies followed suit on the 14th and 16th of the same month.

Certificates were produced from the Secretaries of State of the States of Ohio and New York, of the filing of the agreement or a copy in their respective offices, but none from the Secretary of the Commonwealth of this State, but in lieu thereof a letter from him, declining to file it, adding, "by the advice of the Attorney General, Mr. Meredith," and I have therefore no evidence of the existence of the new corporation. The necessity of the filing to create the new corporation is distinctly recognized in the certificate or agreement of consolidation itself.

The act of the State of Ohio is entitled: "An Act to authorize the consolidation of railroad companies of States adjoining, in certain cases and to authorize railroad companies in this State to extend their roads into adjoining States," and was passed 10th April, 1856 (53 vol. P. Laws, p. 143). This act authorized any railroad company in the State, whose line of road extended to the boundary line of the State, or to any point either in or out of this State, to consolidate its capital stock with the stock of any railroad in an adjoining State, the line of whose road has been made "to the same point, and where the several roads so unite as to form a continuous line for the passage of cars; Provided, that roads running to the bank of any river, which is not bridged, shall be held to be continuous under this act." This act would authorize a consolidation with a Pennsylvania road, but not with a New York road.

PENNSYLVANIA ACT.

Our act, which was the subject of an unpleasant investigation, which has cast a shade of suspicion over it, was passed at the instance

of the Atlantic & Great Western, and is a general law, applicable to all companies embraced within its terms. There are words omitted in its first section which makes nonsense of it; but supposing it to mean the consolidation of the capital stock of a Pennsylvania railroad company with similar companies in other States "whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad with each other or by means of any intervening railroad—Provided, that railroads terminating on the banks of any river which are or may be connected by ferry or otherwise, shall be deemed continuous under this act." The interposition of "any intervening railroad," was intended to include the Buffalo Extension.

This act would authorize consolidation with the Ohio and New York companies, if the following proviso contemplating the passage of similar general laws by the States taking advantage of it was complied with: "And provided further, That nothing in this act contained, shall be taken to authorize the consolidation of any company or corporation of this Commonwealth with that of any other State whose laws shall not authorize the like consolidation."

I can have no doubt of the intention of the Legislature, who were dealing with our sister States upon terms of entire reciprocity. Our act was passed 24th March, 1865; (P. Laws, p. 49.)

NEW YORK ACT.

On the 29th April, 1865, the Legislature of New York passed, not a general law, but a private special act, to authorize the consolidation of the Atlantic & Great Western Railroad Company, in New York, and the Buffalo Extension of the Atlantic & Great Western Railway Company with certain other railroad companies.

This act is expressly confined to the merger of the two New York companies, and although the words are general as to the companies in other States with whom they may consolidate, yet the description of their forming a continuous line of railroad fits only the two roads of the same name in Pennsylvania and Ohio, which, with the New York road, form the main line of the Atlantic & Great Western Railway. By the New York act, our general law is degraded into a private act, for a company whose name was studiously kept out of view. This is a sort of Canadian reciprocity—all the benefits on one side.

ACT OF CONGRESS, 1863.

The act of Congress of the 3d of March, 1863, to establish the gauge of the Pacific Railroad and its branches, has enacted, "That the gauge of the Pacific Railroad and its branches throughout their whole extent, from the Pacific coast to the Missouri, shall be, and hereby is established, at four feet eight and one-half inches," a most wise and prudent measure, which should be followed by the States and the General Government in sanctioning any future railroads, and the exceptional gauge, of four feet ten inches, should be reduced to the standard gauge of the country. The advantage of a uniform gauge, such as of the Pacific Railroad, over the whole of the United States, would be incalculable both in peace and war, as the same locomotives and cars could be used on every road in the Union. I cannot understand how a six feet gauge road running through our State and crossing a narrow gauge road with which it mechanically cannot connect, can be called a connect-

ing road. I am therefore of opinion that the Atlantic & Great Western Railroad Company, and the Catawissa Railroad Company are not "directly, or by means of intervening railroads, connected with each other," and, of course, that their agreement, of the first of November, 1865, is entirely null and void.

Uniformity of gauge proposes the same advantages as the interchangeable Springfield musket, each part of which will fit any musket manufactured for years back—with one uniform gauge, the same locomotive and car could be run upon every road in our country.

I have had the assistance of very able arguments on both sides, which have covered a great deal of ground, and must form an apology for the length of this opinion: all the counsel were of the Pennsylvania bar: two had been Judges of this Court, and one of these, with another eminent gentleman, had occupied high executive positions at Washington, while the others, members of our Philadelphia bar, are distinguished for their learning and ability. This has necessarily increased the responsibility of the Court in considering and weighing the various arguments addressed to me upon the law, and also as to the discretion to be exercised by a Court of Equity in granting a preliminary injunction.

I am of opinion with the plaintiffs (the railroad companies and Andrew Scott), that their first prayer for relief is well-founded, and that the contract of the 1st November, 1865, is invalid and void. I express no opinion on the second prayer of the plaintiffs, but grant the fourth prayer and such part of the third prayer as is consistent with the fourth prayer, and is necessary to carry it into effect. The second prayer in Andrew Scott's bill is also granted.

Let decrees be drawn in conformity to the above.

The Price of Bessemer Rails.

Steel is being constantly substituted for wrought iron in almost every department of railway construction in particular, and very heavy orders have been recently received in this country for Bessemer metal in various forms. During the last quarter, a single firm—Messrs. John Brown & Co.,—have undertaken to supply over 8,000 tons of Bessemer rails to the Pennsylvania, the Erie, the Philadelphia, Baltimore & Ohio, the Chicago & Northwestern, the Philadelphia & Reading, the Lehigh Valley, and one or two other railway companies of less importance. Bessemer rails have already been tried to a limited extent in the States with excellent results; and they are slowly taking the place of iron rails in all situations where permanent way has to carry heavy traffic. The substitution, if proceeded with, cannot fail to create an immense demand, which, until the manufacture has been developed in America, must be principally supplied from England. Hitherto Bessemer rails have not been produced in any quantity, if at all, in the States; and a considerable period must elapse before they can be made there, although the Bessemer process has been worked in the States for some time. Thus the firm of Winslow, Griswold & Holley, of Troy, New York, is fully occupied in the manufacture of plates, axles, crank-shafts, bars, etc., at very remunerative rates; but no rails are produced, because their manufacture would hardly prove a profitable undertaking. So long as the produce of the converter can be applied to the formation of articles which sell to greater advantage than rails, these last will not be made; and this must be the case

in America until the process is extensively adopted in the great iron making districts. When this result has been brought about, Bessemer rails will fall to a moderate price, and not till then. There is reason to believe that before many years elapse enormous quantities of Bessemer steel will be produced in the western iron districts of the United States. Taken as a whole, American irons are superior to ours; and although it does not necessarily follow that they are better adapted to the production of steel, still it is probable that such may be the case. Great forests supply an unlimited quantity of wood for charcoal; and, under proper arrangements, charcoal iron of excellent quality may be run directly from the blast furnace into the converter, without re-melting or admixture. Such conditions are, of course, very favorable to economical production; but there is a good deal of uphill work to be done before American manufacturers can place themselves in a position to supply heavy demands with punctuality and dispatch. They must begin *ab ovo*. The irons with which they will have to deal are different from those with which we have dealt, and the quality of the finished product depends so completely on that of the pig that our experience can hardly prove of much direct use to them. Again, there is not at present any machinery in the States quite suitable for working Bessemer metal. Heavy hammers hardly exist, and furnaces and rolls differing from those habitually used, and specially adapted to the intended purpose, must be erected. All this is a work which requires time and capital for its accomplishment; and till it has been fairly completed the metal can not possibly be steadily produced in large quantities at moderate rates. As an example of the present position of the manufacture in America, we may state that some little time since the Pacific Railway Company gave an order for only 100 tons of Bessemer rails to an eminent firm, sanguine of success, and only demanding a trial. Yet such were the difficulties encountered at once in the production and working of the material, due to the want of experience and proper plant, that up to the present moment but thirty tons of really good rails have been delivered. We should be afraid to say what these have cost the makers. Yet in the face of all this, statements are made daily that rails can be produced in the States for prices as low as £13 and £14 per ton; and the belief that this is true has been encouraged by persons residing in England, and in no way connected with the trade, who report to American firms that first class Bessemer rails can be had here for £12 10s. per ton in any quantity. One of the largest firms in the kingdom paid during the last quarter £6 per ton for pig from which to make rails to American orders; and it has of course been found impossible to supply them at a price anything like that we have just mentioned. It is possible that in a few isolated instances small quantities of rails have been sold in England at £12 10s. per ton: we shall require very good evidence, however, before we believe it, and still stronger evidence, that they were of first class quality. Mr. Bessemer has, we think, stated more than once that he hopes one of these days to be able to reduce the price of steel to £8 per ton, and his opinion is entitled to the utmost consideration. We confess to a feeling of doubt that such a desirable result can ever be brought about until iron very different from any with which we are acquainted can be had in practically unlimited quantities at £3 per ton or thereabouts. Nor is it necessary to its general adoption that the material should fall to a point so low as this.

It is beyond question that even at £30 per ton steel would prove infinitely more economical than iron rails; and as the material becomes better known and its value is more fully appreciated, the importance of reducing its price will become less and less. It cannot be disputed that a substantial fall in its price at this moment would greatly hasten its adoption, and would therefore be so far advantageous. But we fancy that in the course of a few years the advantage will disappear; and that a difference in price of £6, or even £8 per ton as compared with wrought iron, will in no way affect the demand for, or the use of, Bessemer metal.—*London Engineer.*

It is no doubt true that we possess all the raw materials in abundance to make as good if not better steel than that which we import, and there is no question of the increasing demand for this valuable article. We expect, however, to be compelled to continue to purchase our steel from Europe as we do many other manufactured articles; and this may be true even where they are dependent upon us for the raw material, as for instance, cotton goods. One of the greatest drawbacks in this country to extensive manufacturing establishments requiring large outlays of capital, is the more profitable employment of means in speculative movements, and the distaste of capitalists to placing themselves in the power of a numerous body of operatives, where skilled labor is comparatively scarce. When the proportion of accumulated capital as compared with territory and population shall become as great with us as it now is in England, and skilled labor can be obtained even though the price of it may be much higher than in Europe, then we may expect to see capitalists embark more freely into large manufacturing establishments that compete with those of any other country. Some of our Ironmasters have realized large fortunes, but many more have lost them in the legitimate pursuit of their business; not so much on account of the business itself being unprofitable, but because of the difficulty of obtaining proper labor. We hope, however, the time is not far off when more attention will be paid by capitalists to this branch of industry, or that the difference in value of the article produced will incite Ironmasters to more thoroughly investigate the subject so that the desired result may be attained.

Mr. Charles L. Fuller, city surveyor of Troy, has just completed the drawing of a plan to change the height of the Albany bridge. It is proposed to make the bridge 42 feet higher than it now is, so as to allow all kinds of vessels to pass under.

The Morris Fire and Inland Insurance Company, yesterday, suspended operations under an injunction served at the suggestion of Superintendent Barnes. The company has been established about 18 months, with a reported cash capital of \$500,000; but, like the Columbian Marine Insurance Company, appears to have done a large risky business at distant points.

Pennsylvania Railroad.

Nineteenth Annual Report of the Board of Directors to the Stockholders.

This is one of the most powerful corporations on the Continent of America, or indeed in the world, and its annual report is full of interest not only to the stockholders, but to business men generally, as indicative of the growth and progressive strength of the country. We give the report almost entire, leaving out such portions only as are of a mere local character.

OFFICE OF THE PENNSYLVANIA RAILROAD
COMPANY, PHILADELPHIA,
February 17th, 1866.

To the Stockholders of the Pennsylvania Railroad Company:—The following statements exhibit the earnings and expenses during 1865, of the railways and canals owned and leased by the Pennsylvania Railroad Company.

The Treasurer's account annexed to this report will show the financial condition of the company.

Pennsylvania Railroad and Branches Worked by it, Except the Philadelphia & Erie Railroad.

EARNINGS.

From Passengers, first class.....	\$4,055,872 08
" Emigrants.....	118,350 91
" United States troops.....	\$4,174,192 87
" mails.....	1,278,844 60
" Expresses under contract.....	\$113,410 00
" Extra express freight.....	370,313 85
" General freight.....	11,091,565 37
" Miscellaneous sources.....	248,712 25
Total earnings.....	\$17,459,169 49

EXPENSES.

CONDUCTING TRANSPORTATION.

For ordinary expenditures.....	\$3,490,847 07
For erection of passenger and freight stations and extension of existing buildings.....	245,439 02
	\$3,736,286 09

MOTIVE POWER.

For ordinary repairs and renewals, including 11 new engines, costing \$284,142 12, charged to this account to meet depreciation, etc.; also, erection of the machine shop and engine house at West Philadelphia.....	\$3,268,957 76
For additional tools and shop machinery, chiefly outfit of Phila. & Erie Railroad.....	111,394 61
For additional locomotives purchased for Philadelphia & Erie Railroad and other Railroads.....	1,434,661 03
	\$4,814,913 40

MAINTENANCE OF CARS.

* For ordinary repairs and renewals, including the erection of the car shops at West Philadelphia.....	\$1,330,467 52
For additional freight cars.....	146,403 56
For additional passenger cars.....	180,754 31
	\$1,657,625 39

MAINTENANCE OF ROAD.

For ordinary repairs of railway, and renewals of structures.....	\$2,625,520 35
For additional second track and sidings.....	269,575 97
	\$2,895,096 32
General expenses.....	166,137 34
Total expenditures connected with the business of the Pennsylvania R.R. Company, including addition to the facilities for transportation on its own road and that of the Railroads it operates.....	\$13,270,058 54

* This includes \$62,148 48 expended on cars in use on the Philadelphia & Erie Railroad.

RECAPITULATION.

Gross earnings.....	\$17,459,169 49
Total ordinary expenses.....	\$10,881,930 04
Total extraordinary expenses, consisting of additional second track and sidings, additional locomotives, Cars, &c.....	2,348,128 50
	13,270,058 54
Leaving a balance of.....	\$4,189,110 95

The gross revenue of the line for 1865 is equal to \$48,768 62 per mile of main line of road, (358 miles,) and exceeds in the aggregate that of 1864, \$2,700,111 83.

This increase is \$839,297 73 upon passengers and emigrants; \$3,300 39 upon United States mails; \$831,566 05 upon ordinary, and \$138,312 73 on express freights; \$767,070 72 upon United States troops; and upon miscellaneous receipts \$120,564 21.

The whole number of passengers carried over the road during the year was 2,861,836, and the average distance traveled by each passenger, 71 5-10th miles.

The number of tons of freight moved (including 243,104 tons of fuel, and other materials transported for the company,) was 2,798,810, embracing 1,074,757 tons of coal.

The decrease in the coal traffic is 22,025 tons, and the whole tonnage of the road exceeds that of last year, 33,934 tons.

The ordinary expenditures for working and maintaining the company's roads were \$10,881,930 04, which is equal to 62 32-100ths per cent. of their revenues, or, including the expenditures for construction done on its own line, and the outfit of the Philadelphia & Erie and other railroads, 76 6-100ths per cent.

The earnings of the company's canals were:

For Susquehanna division.....	\$140,912 34
" Juniata division.....	22,186 42
" Western division (now abandoned).....	105 00
" Miscellaneous sources.....	17,811 58

Total earnings..... \$181,015 39
Against \$308,615 23 in 1864.

The cost of maintaining, enlarging and operating the canals, was:

For Susquehanna division.....	\$183,779 36
" Juniata division.....	87,298 69
" Western division.....	8,795 46
	\$279,873 51

Showing a loss during 1865 of \$98,828 13. This is wholly due to an extraordinary freshet that occurred in March last, upon all the tributaries of the north and west branches of the Susquehanna, causing a rise in the main river at Harrisburg, of three feet above any previous flood upon record, destroying navigation upon the only profitable portion of the company's canal until July.

The company has owned the Pennsylvania canals since August, 1857, during which time they have yielded revenue amounting to \$1,882,826 72, and have cost for repairs and renewals \$1,886,208 73, showing a small loss in operating them up to the 1st ult. Included in these expenditures, however, is the cost of enlarging the Susquehanna division, and rebuilding the structures upon the whole line, nearly all of which had been suffered to fall into decay by the original owners of these works. It is proposed to continue the enlargement of the canal as far west as Huntingdon, to meet the demands of the coal traffic from the Broad Top and Allegheny coal fields, as fast as it can be done without trespassing upon the net revenue of the railroad. This object could be effected at an earlier date by a mortgage on them to the amount necessary for this enlargement. The canal when so

Frankford, by which it is expected to return to the Philadelphia Division much of the business that has avoided this city, in consequence of interruptions to its transit through it. No new project has been undertaken during the year, except the conversion of the abandoned canal below Freeport into a railway, to connect with the Ft. Wayne Railway, in Allegheny City. This line will be cheaply built, and it is believed that it will prove remunerative from its local business alone.

It is to this liberal and progressive policy that the prosperity of this company is in a large measure due. The construction of these various works, and the large equipment purchased for them, have, in consequence of the high price of labor and materials, required a much larger outlay than anticipated when they were undertaken. The unexpectedly large traffic during the past summer and autumn alone caused an immediate increase of equipment etc., above our estimate, of over \$1,200,000, and from present indications this will have to be increased this year for the accommodation of the Coal, Oil and Lumber interests, a further sum of one and a quarter millions of dollars. The equipment for the through business seems to be sufficient.

The business of the Philadelphia and Erie Railroad is now nearly twice what it was estimated at when you were asked to authorize its lease, fully justifying the belief that its stock, at no distant period, will prove a remunerative investment.

The expenditures upon these several enterprises, including the equipment of the Philadelphia & Erie Railroad, and other lines, have heretofore been met (without any material enlargement of the obligations of this company) from the revenues of the Pennsylvania R. R. and from the sale of securities received from those companies; but the popularity and large supply of United States bonds, bearing a high rate of interest, continually pressed upon the market during the past year, has precluded the sale of even the best railway securities at ordinary rates. To meet future outlays, it may therefore be necessary to change, to some extent, the usual means for raising funds to meet the obligations of the company.

The expenditures for new work (including equipment, etc., charged to expense account,) amounted in 1865 to \$6,010,287 12, which have been met from the surplus revenues of the road and the sale of securities held by the company. The outlays for similar objects this year will not be less than \$3,000,000.

* * * * *

Although this company was organized only for the purpose of carrying freight and passengers to and from the interior and the West, yet it has repeatedly signified its disposition to aid in the establishment of a steamship line between this port and Europe, that the necessity for sending Western products to New York for shipment abroad might at least be diminished. This aid has been offered by subscription to the shares of a company to be raised for that object, or by paying six per centum upon the amount of capital so invested, together with other valuable and important business facilities, and they still hope that the mercantile community will co-operate in such manner as to render this aid efficient. In the success and profitableness of such an enterprise, commenced and managed upon a proper basis, your directors have no doubt, and with the consent of the shareholders, this company will, unaided, establish such a line of steamers.

Since your last annual meeting, the general superintendent of your main line of works (Enoch Lewis, Esq.,) has resigned his office, a post which he had acceptably and efficiently filled for nearly six years. His successor, Edward H. Williams, Esq., has acted for nearly a year past as Assistant General Superintendent, and in that capacity has evinced qualities that it is believed will give to his administration a success equal to that of his predecessor.

The General Superintendent of the Philadelphia & Erie Railroad Company, Joseph D. Potts Esq., has also left the service of the company for more profitable employment elsewhere. His place has been filled by the appointment of Alfred L. Tyler, Esq., whose previous success in the management of railroads commended him to the notice of your directors.

The acknowledgments of the board are due to the untiring efforts of the officers of the company generally, for the efficient manner that the business of the line, during the past year, has been conducted, notwithstanding the disorganization that existed in the labor of the country during the first half of the year.

By order of the Board.

J. EDGAR THOMSON,
President.

Resolutions passed by the meeting of stockholders:

1. *Resolved*, That the report of the Board of Directors be and the same is hereby accepted by this meeting, and that it be published in pamphlet form for the information of the stockholders.

2. *Resolved*, That the stockholders approve of the policy of the company disposing of its canals, or any part of them, either by a sale or lease, and authorize the Board of Directors to take such measures in reference thereto as they shall deem expedient.

3. *Resolved*, That the Directors are hereby authorized to take such measures as may seem to them best to meet the obligations of the company, either by borrowing money or otherwise, under the limitation of the charter.

4. *Resolved*, That the stockholders approve of the establishment, by the company, of a line of steamships between Philadelphia and Liverpool in connection with the Pennsylvania Railroad, and refer the subject to the Board of Directors, to carry out the details in such manner as in their opinion will best promote the interests of the company.

5. *Resolved*, That this meeting approves of the past policy of the Pennsylvania Railroad company discriminating in favor of the trade of Philadelphia, and express their desire that this policy should be maintained in the future by the company.

6. *Resolved*, That the stockholders hereby tender their cordial and sincere thanks to J. Edgar Thomson, President; Thomas A. Scott and H. J. Lombaert, Vice Presidents; to its Directors, Treasurer and Secretary, and to its several heads of Departments and to their subordinates, for the ability and the fidelity with which they have discharged their respective duties so largely to the benefit of the city of Philadelphia, and to the great pecuniary advantage of the stockholders of the company.

The bill authorizing the Allegheny Valley Railroad to borrow money to extend the road to Franklin, has passed the Legislature and been signed by the Governor. Pittsburg trade is very largely interested in this matter.

PETROLEUM ITEMS.

The *Nashville Banner* says that a very responsible party of forty years' experience in the river trade, proposes to deliver the oil from Burksville, during all the months of the year, at the mouth of the Cumberland, at 50 cents per barrel, as soon as the yield amounts to 2,000 barrels, or more, weekly. For the faithful performance of this contract he is willing to give large bonds.

His intention is to flatboat it down in high water, and to raft it in frames, with the barrels lying crosswise, in such a manner that they can be rolled over the shoal places in the river during the summer months. This proposition is now under favorable consideration by the interested parties.

(Correspondence of the Cincinnati Gazette.)

Burksville, Cumberland Co., Ky.,
February 24.

I have just read, in your issue of the 12th, "Petroleum Items," and found them so incorrect, as regards the Cumberland region, and so likely to mislead your readers, that I have taken pains to ascertain the facts; and, not being interested in "cracking up territory," I can speak disinterestedly, my only motive being to post that portion of your readers who have a tendency to run to oil. First, then, the "Crocus Well," about which so much has been said and written, is 8 miles from Burksville, on the bank of the Cumberland, and at the mouth of Crocus Creek. This well was struck on the 8th day of August last, at the depth of 190 ft. When first struck it flowed for twelve hours a stream of pure oil, five inches in diameter, to the height of 10 feet above the conductor. No tanking or tubing had been provided, and the precious fluid ran to waste into the Cumberland. It would, however, have been exceedingly difficult to have tubed it, as any one attempting would have been drowned, in all probability. The first tank was put up on the 9th of October. The well was then tubed, when it again commenced flowing. It, however soon ceased; since which time it has been pumped, yielding an average of 60 barrels in 24 hours. The tubing is now withdrawn, for the purpose of reaming and sinking the hole 10 or 15 feet deeper. The managers feel quite confident that when the pump is again started it will yield a much greater quantity of oil. At a moderate estimate it is supposed that from 6,000 to 10,000 barrels of oil ran to waste when this well was first struck. I have been particular in getting at the facts in regard to this well, as the wildest and most exaggerated statements have been made in regard to it, and it is quite possible that more than one individual may have been induced to invest on the strength of these statements. The oil from the Crocus is a light oil, but of an excellent quality.

A well has been struck at 40 feet on Bear Creek, 5 miles from here, which is yielding about ten barrels per day of lubricating oil; at Creelsboro, 15 miles from here, a 35 barrel well, at 130 feet; on the west fork of the Crocus a good vein has been struck at a shallow depth; also quite a number of strikes have been made, but as yet have not been tested, on account of lack of tubing and pumps. Oil has been found at a much shallower depth than was anticipated, hence the proprietors have not been prepared, and consequently considerable delay has occurred, as the tubing and tanks have to be ordered from Cincinnati and Pittsburg.

Above I have stated the facts in regard to the success attending oil mining in this region, and while my statements differ very widely from those going the rounds of the papers, yet I am very clear in the opinion that so far as this country has been developed, there have been fewer dry holes bored than in the great oil region of Pennsylvania. The business is yet in its infancy here. When it is fully developed it will more than realize all reasonable expectations. On the Crocus farm derricks are going up as fast as lumber can be procured to erect them. A large number of engines and tools are now on the way or will shortly be. As soon as spring sets in lively times may be expected. One serious drawback to the development of oil mining in this region, is the fact that for miles round the lands are leased and controlled by companies who are not willing to give liberal sums to parties of practical men who are disposed to go in, but not particularly anxious to spend time and money for the benefit of patent leather gentlemen in New York or elsewhere.

The cost of placing oil in New York from this point is \$4 per barrel, during navigation—about the same as from Pit Hole. The Cumberland land is in good boating order, at present, for a long distance above this point.

The town of Burksville, the county seat of Cumberland county, is an old dilapidated place and, but for the oil interest centering here, would be of no account. Petroleum has waked it up. Live Yankees can be seen at every turn, and met on every road.

Under the oil influence 2 very good hotels have been opened. The Central is kept by New Englanders and is a very comfortable house. The other, the St. Charles, is kept by a native, and what may be considered a little remarkable for so moral a place, the taste for billiards may be indulged, and to one who is posted, a little old Bourbon may be obtained—on the sly, of course. It is a county seat without a Court House; the old one was destroyed by the rebels. The people intend to build a new one the coming summer. They also threaten to build a church.

The natives amuse themselves by a little easy fight occasionally, the weapons used, knives and brickbats, the ruins of the old Court House affording an abundance of ammunition of the latter kind.

The oil men make up a society of themselves, and a clever set of men they are, Generals, Colonels, Majors, Surgeons, and all grades of the army, are represented. So soon as pleasant weather sets in a crowd is looked for.

RAILROAD ITEMS.

The works of Mr. Krupp, in Prussia, the largest steel-maker in the world, in 1852, produced 68,000 tons; in 1861, the production was 454,000 tons, and in 1865, the works turned out nearly 2,500,000 tons of steel. This immense establishment, a photograph of which we have in our office, contains 350 casting places and muffles, 136 steam engines, 31 steam hammers, and other appointments in like proportion.

The Lower House of the Kansas Legislature has passed the Senate bill granting 300,000 acres of land to the Leavenworth, Lawrence and Galveston road, the northern tier road and border tier road. Track laying has commenced on the Lawrence and Leavenworth branch of the Union Pacific Railroad.

The *Grand Rapids Democrat* says of the Grand Rapids & Indiana Railroad, that

"Seventy-one miles of the road are already graded, forty-six miles of which, south of Kalamazoo, are bridged and tied ready for the iron. The company have now on hand \$371,000 of unexpended local and municipal aid, and the positive assurance of additional aid in the sum of \$200,000, which amount is now being raised from the Air Line Railroad Company and the city of Fort Wayne. Add to these sums \$100,000 which ought to be raised at Kalamazoo and north of that city, and the amount, according to careful estimates, will be fully sufficient to complete the road ready for the iron. The grading, bridging, and tying of the road will secure without delay, doubt or trouble, all the iron necessary for its completion. Much of this local and municipal aid is in such a shape as to prevent its being used until the road is in running order, and that is perhaps the only reason why this road all along the line is not being pushed vigorously forward. There are a large number of men now at work on the road between Kalamazoo and Sturgis."

The fiscal year of the Michigan Southern & Northern Indiana Railroad closed Feb. 28th.

The gross earnings of the year, were about.....\$4,700,000
Previous year.....4,290,000

Increase.....\$410,000
of which \$235,000 is credited to freight, and \$175,000 to passengers.

The bill incorporating the Valley Railroad Co., also the bill to incorporate the Lynchburg and Danville Railroad Company, has passed both branches of the Virginia Legislature. The former with an amendment prohibiting the construction of the road beyond a point within twenty miles of the Virginia and Tennessee Railroad.

All the railroads in Alabama have been repaired except the Selma and Meridian road. Repairs on this road near Demopolis and the Tombigbee are being rapidly pushed forward.

Of the \$383,680 of certificates of indebtedness issued by Wisconsin under the law of last winter, all but about seven thousand dollars have been redeemed at the State Treasury.

Negotiations are pending for the purchase of the Lexington & Big Sandy Railroad by the Baltimore & Ohio Railroad Company.

Muscatine has subscribed \$48,000 for the benefit of the Muscatine, Tipton & Anamosa R. R. She has to raise only \$2,000 more to make up her share in this enterprise.

The Pennsylvania Coal Co. report the shipment of Pittston coal to February 24, 1866, at 60,238.18 tons, and to same date in 1865, 36,043.13 tons, being an increase this year of 24,195.05 tons.

The Newark and New York railroad bill passed the New Jersey House on the 15th, by a vote of 31 to 21. The result was received with great applause.

The work of signing the bonds of the A. & G. W. R. Co., for \$30,000,000, has just been completed by J. C. Calhoun, Esq., Sec'y. His name had to be signed 60,000 times.

MONETARY AND COMMERCIAL.

The stringency in the market has continued without material change, and borrowers who are needy, experience as much difficulty as ever in obtaining loans; parties, however, who do not need money, and are well known to be in that condition, would experience but little trouble in getting all they might ask for. A great deal of caution is exercised by lenders and the applicant's standing scrutinized closely; bankers appearing at present to have a very high appreciation of the old proverb that "a bird in the hand is worth two in the bush." The leading feature of the week has been the decline in gold, which has undoubtedly had a good deal to do with the present general stagnation of business. The range of the week being fully 5 per cent, with an apparent firmness at the close of the week at the lower rates. The latest quotations of the New York market being 132½. The fluctuations from day to day have been as follows:

	Opening.	Highest.	Lowest.	Closing.
February 28...	136½	137	136½	136½
March 1...	136½	136½	136	136
" 2...	135½	136	135½	135½
" 3...	134½	134½	132½	133½
" 5...	132½	133½	132½	133½
" 6...	132½	133	132½	132½

Eastern Exchange is scarce, and although the demand is quite limited, yet it is greater than the natural supply. Rates are firm at the quotations:

	Buying.	Selling.
New York.....	par.	50@1-10 prem.
Philadelphia.....	par.	50@1-10 prem.
Boston.....	par.	50@1-10 prem.
Gold.....	132½	133½
Silver.....	124@126	128

We understand that a new Banking and Stock Commission House is to be opened in New York next month, under the firm name Mowry, Keys, & Bend, and composed of A. L. Mowry, Keys & Bro., of this city and Mr. Bend of New York. The capital of the house is to be \$250,000.

Of American securities in Europe *Satherthwaite's* circular says that in the London market for American securities during the past week U. S. 5.20 bonds have been well sustained, the closing quotation—67½@67½—showing a slight advance, but both Illinois and Erie shares, on considerable provincial sales, have given way; the former, after having been sold down to 74½, have reacted to 74½@75½. Eries were at one time down as low as 51, but from this point have improved to 52½@52½.

The *Tribune* of Tuesday says that money on call is 7 per cent among brokers, and at 6 little is done except upon special collaterals. Commercial paper passes at 7@7½ for best, 8@9 for good, and 10@15 for ordinary. The Bank Statement shows a further contraction in loans, deposits and legal tenders, and an increase in the gold item. The recent sales of gold by the Government have now been fully placed in the bank statement, and in the absence of further sales a better showing will be made next week. The Treasury has no occasion to part with any more gold at present,

nor could much be sold without putting the premium down materially, and creating a sharp pinch in money. For the present gold is heavy enough without any Government interference. There is an increased demand for discounts, to which the banks are not disposed to respond.

Government stocks were steady and in moderate demand. State stocks and railway mortgages are not in request, and the miscellaneous shares neglected except Atlantic mail, which was largely dealt in. The railway share market opened irregular; New York Central and Michigan Southern were higher and the rest of the list sold at a reduction on Saturday's rates. Erie was active, but has lost much of the firmness shown during last week, and there was no takers of sellers' options. The railway speculation is wholly controlled by brokers, who, in the absence of customers willing to take the risks of the market enter the field themselves. At the Second Board Tennessee 6s rose to 92½@93. Erie was barely steady; New York Central strong, and Michigan Southern firm at 70½@70¾. The rest of the market was dull and only prevented from panic by the manipulations of Erie, Central and Michigan Southern. The closing prices were as follows with a dull market: New York Central, 91½@91¾. Erie Railway, 84½@84¾. Hudson River, 102½@103. Reading, 97¼@97½. Michigan Southern, 70½@70¾. Cleveland and Pittsburg, 75½@75¾. Rock Island, 104¼@105. North-Western, 25¼@25½. North-Western, Pref., 52@52½. Fort Wayne, 88½@88¾.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.

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Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:30 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent.

E. F. FULLER, General Ticket Agent.

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50, 52 and 54 West Front Street,

CINCINNATI, O.

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OILS,

Railroad & Machinery Oil.

SUPPLY AGENTS, MASTER MACHINISTS, AND others, are invited to examine our stock of Oils before purchasing elsewhere. Send for samples, and test thoroughly before buying. These Oils are warranted perfectly free of grit or acid. For economy, purity, durability, and cheapness, they are unequalled.

Attention is called to a superior

Head Light Oil,

Which is branded to stand a fire test of over one hundred and fifty degrees. This will burn longer than any other oil. It engenders less crust on the wick. Will not congeal in the coldest weather. Gives greater brilliancy of flame, and has unqualified safety.

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ROBERT MOORE & SONS,

Manufacturers of

LOCOMOTIVES,

MACHINE AND STATIONARY ENGINES, IRON AND BRASS CASTINGS, BOILERS, TANKS, ETC.

Also,

Repair and Rebuild Locomotives.

CINCINNATI.

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Oil Lands

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Kentucky & Tennessee,

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

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100,000 ACRES

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OIL LANDS

IN

Eastern Kentucky.

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Oil Land Leases

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NEAR THE

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Indianapolis & Cincinnati.

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A. B. Waters, Freight and Ticket Agent, Cor. Third
and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Build-
ing, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp.
Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot

E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Cincinnati & Chicago Air Line.

—Kellogg, Contracting Agent, Vine St. under Burnett
House.
H. J. Page, General Freight Agent, at Chicago.

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T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Ex-
change.

Cleveland, Col. & Cin. and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants
Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Mercha
Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants
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J. W. Burch, General Eastern Agent, No. 2 Burne
House.

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H. Heckert, Gen. Western Agent, No. 5 East Front St.

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Taylor & Brothers, Agents, 45 Walnut St.

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1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:49 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:45 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:40 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:14 "	4:29 "	
GALLIEN.....	4:55 "	5:25 "	
MANSFIELD.....	5:45 "	6:30 "	
AKRON.....	6:52 "	9:00 "	
RAVENA.....	9:45 "	0:15 "	
LEAVITTSBURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:55 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:35 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:30 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	5:50 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri-
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

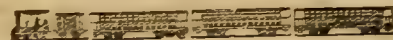
FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.
E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and
Freight Depot in New-York, Pier No. 2, North River, con-
necting at Hampton Junction with Delaware, L. c. w. a. n. n. a.
and Western Railroad, and at Easton with Lehigh Valley
Railroad and its connections, forming a direct line to Pitts-
burgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun-
days, when one evening Train.
Sixty miles and Two Hours saved by this line to
Chicago, Cincinnati, St. Louis, etc., with but one change
of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:40 a. m., for Easton, Mauch Chunk, Williamsport,
Wilkesbarre, Mahanoy City, etc.

7 a. m. — For Bergen Point.

Mail Train — At 8:00 a. m., for Flemington, Easton
Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston,
Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great
Bend, Allentown, Reading, Harrisburg, Pittsburg, and
the West, with but one change of cars to Cincinnati and
Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:20 and 11:00 p. m. for
Elizabethtown.

12:40 p. m. TRAIN — For Easton, Allentown, Mauch Chunk,
Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m. — For Easton, Scranton, Great Bend, Bethlehem.

Allentown, Mauch Chunk, Williamsport.

5:40 p. m. — For Somerville and Flemington.

6:20 p. m. — For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN — For Easton,
Allentown, Reading, Harrisburg, Pittsburg, and the West.
Sleeping cars through from Jersey City to Pittsburgh every
evening.

ELIZABETHTOWN AND NEW-YORK FERRY — Leave New-
York from Pier No. 2, North River, at 5:00 p. m. Boats
stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the
Central Railroad Company, foot of Liberty street, N. B., at
No. 1 Astor House, at Nos. 271 and 526 Broadway, and at
the principal Hotels

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh
street and Fourth Avenue. Entrance on Twenty-Seventh
street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15
(Ex.); 3:30 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15
(Ex.); 3:30 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30
p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.;
3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 4:30; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30
p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:40; 5:30;
6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 3:30 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30;
11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.)
8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.);
3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15
p. m. to Montreal; 3:30 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00
(Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad,
at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

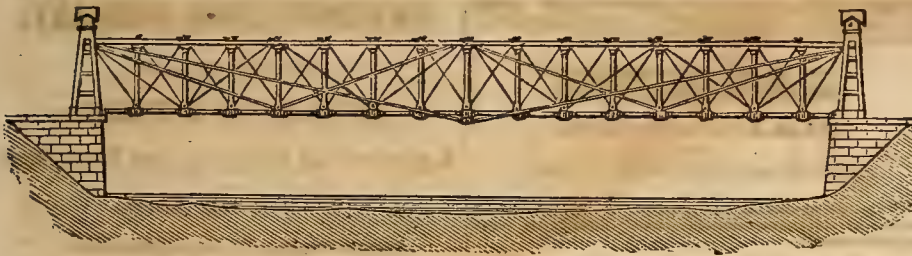
For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.;
4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.
Trains for Albany, Troy and Saratoga Springs, also
connecting with the North and West, leave Twenty-Sixth
Street Depot at 11 a. m. and p. m.
Tickets may be procured at the offices of Westcott's
Express in New York and Brooklyn. Baggage checked
from the residence to all points on this road and its
connections.



(Plan of Bridge)

**FINK'S PATENT
IRON RAILROAD BRIDGE.**

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

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ENGINEERS,

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Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

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Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
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Railroad, Car and Machine Shop

SUPPLIES,

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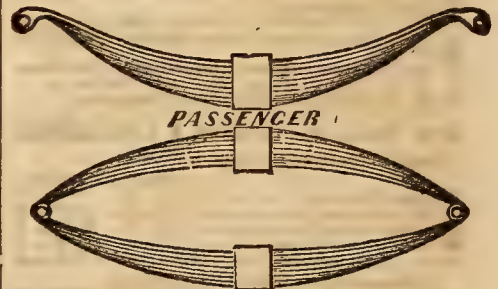
MACHINERY OF EVERY DESCRIPTION.

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PERKINS, LIVINGSTON & POST.

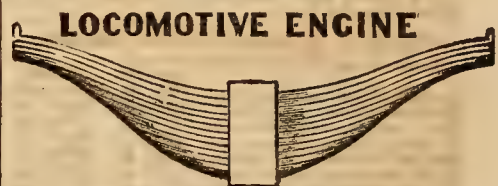
RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS.**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only; negotiates Loans and takes orders.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for
SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wcs. Agt., Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail and Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

Sleeping Cars by Night Express Train.

The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City..	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville....	5 00 P. M.	12 50 P. M.
Richmond & Chicago.....	7 00 P. M.	6 45 A. M.
Hamilton Accommodation.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 50 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

	Depart.	Arrive.
Louisville, St. Louis and Cairo		
Mail.....	7:20 A. M.	8:00 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M.	11:00 P. M.
Louisville, Special Train.....	3:45 P. M.	1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.

W. D. GRAYSON, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 12:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES.

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.55 P. M. (Express).

On Sundays, 10.34 P. M.

Through connections made for all points East and West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MARCH 15, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

Train	Depart.	Arrive.
Cincinnati Express	6:00 A. M.	6:30 P. M.
Dayton and Accommodation	9:00 A. M.	5:30 A. M.
Lumbus Accommodation	4:00 P. M.	4:00 A. M.
Morrow Accommodation	5:30 P. M.	8:00 A. M.
Night Express	7:00 P. M.	3:50 P. M.
Night Express	10:00 P. M.	9:40 A. M.

MARIETTA AND CINCINNATI.

Mail	5:00 A. M.	7:30 P. M.
Hillsboro Accommodation	3:25 P. M.	11:00 A. M.
Night Express	9:30 P. M.	5:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City	7:00 A. M.	9:50 P. M.
Toledo and Detroit	7:00 A. M.	9:50 P. M.
Dayton and S. Ind. City	7:00 A. M.	9:50 P. M.
Richmond and Chicago	7:00 A. M.	9:50 P. M.
Dayton Accommodation	6:45 P. M.	9:35 P. M.
Dayton, Indianapolis and Cambridge City	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine	5:00 P. M.	12:55 P. M.
Hamilton Accommodation	10:15 A. M.	8:15 A. M.
Richmond & Chicago	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago	7:00 A. M.	9:50 P. M.
" "	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express	7:30 A. M.	10:30 A. M.
Mail & Springfield Express	2:10 P. M.	4:30 P. M.
St. Louis and Chicago Express	7:30 P. M.	1:10 A. M.
Lawrenceburg and Harrison Accommodation	4:30 P. M.	8:30 A. M.
Harrison Accommodation	10:15 A. M.	2:20 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION R. R.		
Connersville, Cambridge City and Indianapolis Mail	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail	9:00 A. M.	4:35 P. M.
Caboose Accommodation	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express	6:40 A. M.	6:30 P. M.
Accommodation	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express	9:40 A. M.	6:30 P. M.
Night Express	6:50 P. M.	3:40 A. M.

Pennsylvania Railroads.

We have before us the Annual Report of the Pennsylvania Railroad Companies for the year 1865. It is one of the most interesting documents we have met with, either as it regards Statistics or Railroads. Indeed, it is the only complete report on Railroads we have found at all. Pennsylvania and Ohio are now just on a level as it regards railroads. Both have more miles of railroads than any other State. There are not 50 miles difference in the total length of railroads in these States. The Commissioner of Statistics, in this year's Report, gives the total length of railroads in Ohio, at 3,340 miles *finished and in operation*. The Auditor General of Pennsylvania makes the total number of finished miles of railroad, 3,383 miles; but it is probable some little of it may yet be unfinished. However this may be, there is certainly very little difference between them.

What the Auditor General of Pennsylvania says in regard to the effect of railroads in Pennsylvania, is strictly true of Ohio. He says:

The operations of these improvements have become so varied and extensive, that almost every individual in the Commonwealth, aside of those who have invested their money and means in them, must feel a deep interest in them. There is no section of the State, although it may not be actually traversed by any of them, that is not indirectly, if not directly interested in them, as developing the vast resources of the State, which could never be reached and made productive in any other way. Labor, in every department of industry, has been made remunerative by means of the avenues afforded to the products of its application, by these improvements. And these advantages are increasing from year to year, by a still further extension of them to unexplored regions. Thus stimulus is afforded for the investment of large amounts of surplus capital, and increased industry to all classes of people. It may not, perhaps, be an overestimate to say, that the wealth of our State, by means of the construction of railroads and canals, has been more than doubled within the last thirty years.

This may be obvious when we reflect, that thirty years ago there were not one hundred miles of railroads in operation in the State, except those that were connected with her canals. These improvements traversed the State principally in one direction, and could never materially enhance the value of those portions of the State which lay remote from them. But now, in addition to the canals and railroads formerly owned by the State, we have near, or perhaps quite, three thousand five hundred miles of railroad constructed, and in actual operation, within the State. At first the construction of our public works had reference, principally, to reaching and accommodating the agricultural portions of the State. But now those parts, compared with the mineral districts, have become of much less importance, in a pecuniary point of view.

The ELEMENTS of the Pennsylvania Railroads as exhibited in the Reports to the Auditor General, are as follows, viz:

Length of Railroads	3,383 miles.
Capital Stock paid in	\$155,365,47
Debt, total amount of	90,990,731

Total cost.....\$246,377,278

Cost.....	per mile \$73 000
Locomotives	1,519
Passenger cars	700
Baggage and freight cars	313
Freight and Coal cars	39,800
No. of through passengers	3,232,499
Whole number of passengers	17,407,900
Whole amount of tonnage	22,710,252 tons.

The relative distribution of tonnage is a curious and instructive part of this report.

The following are the chief elements of the tonnage transportation:

	Tons.
Anthracite coal	11,391,397
Bituminous coal	2,834,858
Agricultural products	1,194,988
Iron ore, Iron pigs, and Iron bars	2,202,557
Petroleum	409,056

This comprehends more than three fourths of the whole; and of the total tonnage, not more than 5 per cent. is agricultural! Certainly this is rather a curious result, and proves conclusively that Pennsylvania has not overrated her mineral resources. *More than half* the tonnage of all her railroads is of Coal! and one-tenth is of Iron; while the amount of agricultural produce carried is comparatively small. The principal Coal Roads are the following:

	Tons.
Reading Railroad	3,460,310
Delaware & Lackawanna	995,180
Northern Central	215,338
Delaware & Hudson	819,510
Lackawanna & Bloomberg	360,807
Lehigh & Susquehanna	452,393
Pennsylvania Coal Company	502,995
Lehigh Luzerne	478,330
Lehigh Coal	997,113
Pennsylvania Railroad	408,118

The above companies carry more than two-thirds the aggregate of coal freight; and it is possible that much of the residue being carried on small interior roads leading to these, has been counted in the aggregate twice over. But, in any aspect of the case, the coal transported from the interior to Philadelphia, Pittsburg and New York (via the Lackawanna & Delaware Roads) is enormous.

The Anthracite coal transported put into bushels (25 bushels to a ton) makes 282,782,925 bushels (two hundred and eighty-two millions, seven hundred and eighty-two thousand, nine hundred and twenty-five bushels,) which counted at 20 cents per bushel, only two-thirds of the New York price, make *fifty-six millions of dollars*. Two millions of bushels of Bituminous coal at producing prices is equal to *three millions* in addition; so that taken in the aggregate Pennsylvania produces coal to the amount of *sixty millions of dollars per annum*. Nothing like this can be said of any other State. The production of Iron is also very great, and the annual

value is at least *twenty millions*. Then we come to Petroleum, which amounts to 409,000 tons, whose value is *twenty-five millions of dollars*. Thus we find that Pennsylvania has sent over her railroads in three of her own products the enormous value of *one hundred and forty millions of dollars*! The political economist may learn much from this, and neighboring States may profit by the example. Pennsylvania has a monopoly of anthracite coal, which is, all and all, one of the most valuable products of the United States. Of all other products Ohio has as great a supply as Pennsylvania; but capital and enterprise have not developed them. At least thirty counties in Ohio contain unlimited quantities of coal; and at least half that number abundance of iron. Petroleum is found in the north-eastern sections quite abundantly, though as yet not competing with Pennsylvania. If capital and enterprise were applied to the coal and iron of Ohio, in the same proportion they are in Pennsylvania, immense results would follow.

Total Receipts of Roads were.....\$65,909,559
 " Expenses " " 43,264,571
 Net profits \$23,644,988

This is about 9½ per cent.; but, as there are a great many expenditures which must be made, and yet do not come within the current expenses; the roads do not divide to their stockholders any such rate as this. No Company divided over 7½ per cent., and the majority divided not over 6 per cent. If all the roads were taken together, probably the *average* of what the roads were really able to spare their stockholders would exceed 6 per cent.

The last element of great interest is the number of *accidents*, and of persons *injured*. The following are the results reported by Roads, viz.:

	Killed.	Injured.
Passengers.....	50	179
Employees.....	143	276
Others.....	192	127
Total.....	385	582

The number of passengers carried were 17,407,000; so that the chance that any one passenger will be injured on the Pennsylvania Roads in one year is just 1 to 62,400. This is a very remote chance; but it is one we are very willing to get rid of. When we examine into the cause of accidents, we shall soon see that more than half of them are due directly to *negligence*. That half we ought to get rid of, and we must.

The accidents to employees are of course much more numerous. Indeed, when we consider the small number of employees in proportion to the whole number of passengers, the *chances* that an employee will be injured, rather than a passenger, is at least an *hundred to one*. The "*others*," (which are a

great number,) are persons generally, who are negligently or wilfully on the track. It is quite surprising how many persons are killed in this way, many of whom are suicides.

Terre Haute & Indianapolis Railroad.

SEVENTEENTH ANNUAL REPORT.

The Annual Reports of this admirably managed Company generally presents its affairs in a very clear manner.

The Directors say "it is gratifying to make so favorable exhibit of the results of the business of the year; by reference to the Report and Statements of the Secretary, it will be seen that the receipts are unusually large, and in excess of the receipts of any previous year; the expenditures have also been large, the increase of expenditures, in part, is caused by the high prices of materials and labor, and to additional expenses necessarily incurred in repairing the heavy damages to the road by high waters, and the destruction of property by fire."

The successful business of the Road has enabled the Board to make a fair dividend on the capital, leaving a balance to the credit of surplus. This surplus is the property of stockholders and in part available for any improvements or extensions that may be necessary. Part of this fund may be required to extend the Road to the Illinois State Line, as the Charter of the road provides; this extension has not heretofore been required, but the building of a Road, which we understand is in contemplation, from St. Louis, by the way of Highland, to the Illinois State Line near the town of Darwin, will make it expedient to extend our Road from its present terminus at Terre Haute, to connect with the contemplated Road, as it would give a shorter and more favorable route to St. Louis.

From present indications we are of the opinion that a falling off of receipts for the year on which we have now entered, may be expected; no accurate estimate can be made, but we should not be disappointed if the decrease should be thirty per cent. less than the receipts of 1865.

The fiscal year of the Company ends November 30th, up to which time the financial statement is made. The receipts and expenditures were as follows:

RECEIPTS.

From Transportation.....	\$1,248,725 88
" other sources.....	25,868 17
Total.....	\$1,274,594 05

EXPENDITURES.

Operating expenses, \$615,656 96	
U. S tax on receipts, manufactures, &c....	34,398 13
Additional expenditures.....	260,977 14
	\$911,032 23

Net revenue.....	\$363,561 82
Dividends and U. S. tax.....	\$243,050 52
Leaving surplus of.....	120,511 30
U. S. tax on surplus.....	6,025 55
Net surplus.....	\$114,485 75

The Secretary further adds that the capital stock has been increased \$28,000 by the sur-

render of Bonds to that amount during the year and stock issued for the same, making the capital stock Nov. 30, 1865, \$1,928,150, which together with the Bonds then outstanding and which fell due March 1st, 1866, amounting to \$60,000, making a total of \$1,988,150, which represents the entire cost of the road.

The details of the earnings were, from—

Passengers.....	\$563,800 87
United States Troops.....	80,578 34
Freight.....	502,613 08
Coal.....	62,061 12
Express.....	28,175 70
United States Mail.....	9,125 00
Car service.....	2,371 77

Total Transport'n Receipts...\$1,248,725 88

OPERATING EXPENSES.

Running road.....	\$146,046 64
Road repairs.....	197,904 36
Machine shops.....	149,057 37
Miscellaneous.....	122,648 59

Total operating expenses.....	\$615,656 96
Government taxes.....	34,398 13

Total.....\$650,055 09

Net Transp'n Receipts.....\$598,670 79

The Superintendent gives as the causes of the increased freight receipts the natural increase of business on the line of the road, of which the coal traffic forms a very important item. Of this he says,—

The increase of freight receipts, for the year as shown by the Secretary's Report, is due to our previously advanced local tariff, to the continued increase of through business and the steady increase of local business, particularly in coal and stock shipments, and to the comparative steadiness of increased rates on through freights, over those of previous years. No increase of local tariff rates have been made during this year.

Our coal receipts show an increase of 11 per cent. over the previous year, or 68 per cent. over the year 1863. Several new shafts and banks have been opened this year. The Indianapolis Rolling Mill Company have at their own expense built a coal branch 1½ miles long, laid with T Rail, to their coal lands, diverging north of the road ½ mile east of Harmony station. From this, and a similar branch to be constructed in the early spring 1½ miles long, diverging north ¾ of a mile east of Brazil, we anticipate an increase of coal business equal to a daily average of 15 cars. A new shaft has also been sunk into a bed of the best quality of coal, near Brazil, to which a track will be built the coming spring. This business through the fall and winter months, now average 40 cars per day; it is estimated to average 55 cars per day next season. With the increase of coal business all other local business will be proportionately increased. It is our marked policy to give every possible facility and attention to the cultivation and encouragement of our own and tributary local business.

He further says that—

In September last, we entered into an arrangement with the several roads between St. Louis and Baltimore, via Columbus and Bellaire, and the Baltimore & Ohio Road, and formed an Express freight line between the two first named cities, with the advantages secured to our road by this line, and the simi-

lar lines previously organized via the Pennsylvania Central, New York Central & Erie Railways, we should be able to retain at least our full share of all through freight business, both eastward and westward.

The increase of passenger receipts is chiefly due to the steady increase of local business, and the transportation of troops.

From present indications we are of the opinion that a falling off of gross receipts should be anticipated for the coming year, both in passengers and freight. No accurate estimate can now be made, but we should not be disappointed in a falling off of 30 per cent. from the present year.

The Superintendent proposes that—

The following permanent improvements should be made within the coming season, provided the necessary labor and materials can be procured at reasonable prices, and the earnings of the road are sufficient to justify the required outlay. One and a half miles of sidings at Terre Haute, Stanton, Greencastle, Fillmore and Indianapolis; new and larger tank houses and their fixtures, at Brazil, Greencastle and Clayton, and the necessary extension of their water pipes, also power pumps and new and larger wells at the two latter stations; new car sheds at Terre Haute and Indianapolis; new iron turn-table at Brazil and one at Greencastle, to replace that now in use; a freight warehouse at Brazil is also required, and three small passenger station buildings; 8 miles of the original rails and 4 miles of the re-rolled, or second rails, and 55,000 cross-ties in the main track and sidings, and the necessary chairs, spikes, &c., should be renewed in the main track.

The enlargement of the present engine house at Terre Haute, or the erection of a new and larger building, cannot be well deferred beyond the coming season. The business of the road has so entirely outgrown our present facilities in the machinery department that we cannot now economically maintain our engine and car repairs and renewals, and keep up their depreciation, and we have not sufficient engine house room to conveniently accommodate our increased number of engines; this want already amounts to a serious inconvenience, and after much planning and consultation, we are of the opinion, that the prompt and economical management and working of this department requires a new and larger engine house, instead of enlarging the present building, as has been previously proposed. If this plan is adopted, the present house should be used as a tool room and "setting up shop," continuing the use of the lower floor of the present machine shop for light tool work, &c., and the second story for store room and a pattern shop. Taking into consideration our present pressing want of shop room and facilities in connection with the future wants of the road, we cannot too strongly recommend the adoption and early prosecution of this plan.

The amount and condition of the Equipment is—

A total of 123 passenger, baggage, box, stock, coal and platform cars have been added to our rolling stock since our last report, of which 60 box cars and 4 passenger coaches were built under contract at Dayton, and 6 box cars, 3 caboose, 3 baggage, 17 stock, 13 flat and 19 coal cars, or a total of 61 cars have been built in the company's shops at Terre Haute, and but for the burning of our car machine shops early in November, this number would have been increased to 76 cars,

by the completion of 3 stock and 12 coal cars, for which we had all the materials on hand, and a portion of the work ready.

Of the new box cars, 25 compromise cars have been put into the St. Louis & Baltimore line, (our proportion of 200 cars for that line between St. Louis and Bellaire.) The following cars should be added to our rolling stock within the coming year: 6 compromise cars for the Cleveland & Buffalo line, (a total of 50 cars,) 17 coal cars, 13 stock and 6 flats. We may within the year be required to put 25 compromise cars into the St. Louis & Pittsburgh line with the above, and such additions as may be necessary to maintain depreciation, and replace old box and other cars worn out in the service; our car equipments may be considered ample for the requirements of our transportation business for at least another year.

To enable us to facilitate machinery repairs and renewals, and more economically conduct our freight transportation, one more coal burning freight engine should be purchased, and delivered as early as March next, in time for our spring business, and within the next year it may be necessary to add one first class passenger engine.

The present condition of all our passenger and freight cars, is equal if not superior to their condition at the close of any previous year. Owing to a want of shop and tool room and the scarcity of mechanical labor and the past heavy service required of our engines, their average condition is not, we think, quite equal to their condition at the close of the year 1864; without further serious hindrance or drawbacks their deficient condition will however be fully made up within the next three or four months.

The following is the balance sheet of the Company, which shows a surplus on hand.

BALANCE OF LEDGER.

ASSETS.

Construction account.....	\$1,962,509 22
Union depot and track, Indianapolis.....	25,640 78
	\$1,988,150 00
Evansville & Crawfordsville Railroad Stock.....	24,429 89
Evansville & Crawfordsville Railroad Extension Bonds...	94,950 00
Cin'ti & Ind. R.R. Bonds.....	50,000 00
U. S. 5-20 Bonds.....	100,000 00
U. S. Military Transport'n.	733 46
U. S. Mail.....	3,046 74
St. L., A. & T. H. R.R. Military Drafts, payable when col'ct'd,	51,346 87
Bills receivable.....	4,719 10
Farmers Loan & Trust Comp...	3,468 60
Real Estate, for depot grounds,	10,886 10
" " for wood purposes,	11,965 00
Material in shops.....	69,298 18
Wood on hand.....	26,731 25
Foreign roads, current account,	6,493 96
Due from agents.....	21,594 73
Treasurer.....	487,613 84
	\$2,955,427 72

LIABILITIES.

Capital Stock	\$1,928,150 00
Seven per cent. bonds	60,000 00
Coupons unpaid	4,510 10
Dividends unpaid.....	3,394 75
Gov't freights payable to other Roads when collected.....	43,819 05

Due on account of new rolling stock.....	40,352 00
December div. and Gov't tax...	121,777 89
U. S. tax account.....	4,146 30
Surplus account.....	749,277 63
Total.....	\$2,955,427 72

Consolation for Travellers.

The *Western Railroad Gazette* says that the Pittsburgh, Fort Wayne & Chicago Railroad have just put the most gorgeous sleeping car on their road ever constructed, in which have been introduced "all the modern improvements." Among the other things, it says, is that—

"This car is so constructed as to be adapted to any gauge, and will run over any track that is built, and for this reason is especially appropriate as an Excursion car for railroad companies or private parties who may desire its use. No expense has been spared to make it as perfect, gorgeous and luxurious a specimen of car architecture as was ever placed on wheels."

This is undoubtedly the true way to do it. There is much room for improvement in railroad coaches, both for night and day travel. Twenty years ago, the only question was, *how* to get from one place to another. Now it is different. How to travel in the most comfortable manner, with as little fatigue and annoyance as possible, and surrounded with all the comfort and convenience of "first class hotels," are questions that have their full share in determining the *choice of routes* in going from one place to another; and there are very few places to which there is much travel, that there is not more than one route. The road that has the best road-bed, the best engines, the most comfortable cars, the best arranged hours for eating, and the best table at the eating houses, is the one that will take the cream of travel. Some railroad managers appear to suppose that they have nothing to do with the proper feeding of travelers. This is a serious error. It was a maxim with Napoleon that "armies, like serpents, move on their bellies," and travelers do not materially differ from other mortals, except where they cannot help themselves. Gentlemen, let more attention be paid to the "culinary department" of our railroads, and you can depend upon it that it will pay.

AN IMPORTANT CONSOLIDATION.—By dispatch received last evening we learn that the articles of consolidation between the Reno, Oil Creek & Pithole Railway Company and the Kersey Road Company were signed yesterday in New York. The latter Company is the owner of the railroad track from Rousseville to Humboldt, upon Cherry Run, and this consolidation removes all the difficulties which have hitherto hindered the progress of the R., O. C. & P. Road, upon that portion of the route, and insures a more speedy completion of the line to Pithole than could otherwise have been accomplished.

But a few days will now elapse before the locomotive will reach Plumer and Pithole.—*Reno Times*.

Special Railroad Legislation.

General laws, for all purposes, are without exception, preferable to special enactments, as well as being more in consonance with our Republican institutions. The evils and corruption attendant upon special legislation are thus commented upon by an Eastern cotemporary:

"In the very worst of the bad old days of venal legislation, (and they are older and worse than most people now living have any idea of) the Legislature of Pennsylvania could be smelt further than that of any other State—even New York. Even so late as 1857, we are assured that several members voted to re-elect a high State officer, and coolly walked from their seats into his office, and pocketed the stipulated price of their votes as though it were their pay and mileage. Nay, we were told that, finding that he had more than he needed, he sold out the surplus—giving a member \$50, and excusing the fulfillment of his contract to support the purchaser for an even \$100.

A bill now before the Legislature of that State (if it has not already passed) is something more than a curiosity. It is entitled "An act to authorize the Philadelphia & Erie Railroad to construct branches from their main line;" and provides—

SECTION 1 That said road is hereby "authorized to survey, locate and construct one or more branches of railroad, extending from any point or points on the main line of their road to any point or points in any country through or in which the said main line passes, or in any adjoining county."

SEC. 2. And may borrow any amount less than \$30,000 per mile in aid of the construction of said branches, paying not over 8 per cent. interest, and issuing mortgage bonds therefor.

SEC. 3. That, before commencing the construction of said branch roads under the provisions of this act, the said company shall cause a map of the location thereof, indicating the length of the line and the width of the road bed, to be filed in the office of the Secretary of this Commonwealth, and upon the filing of the said map, the said company shall have a valid title to the location as therein indicated, providing the construction of the road shall be commenced within two years thereafter and be completed within five years.

The reader will perceive that here is an absolute grant, unlimited as to time or power, to make railroads throughout a breadth of three counties from end to end of the State (embracing about half of its soil and more than half its population), with a right to borrow thereon money enough to build and stock the prospective branches. So much is on the face of the bill.

Now let us show the reader what *isn't* on the face, but concealed in the verbiage of the bill:

The three rows of counties indicated are rich in petroleum, timber, coal, iron, &c. It is of course highly probable that the developments already made, with those hereafter to be made, will render the construction of new lines or links or branches of railroad indispensable. Well, the people locally interested resolve to make one of these roads, form a company; make a survey, and prepare to apply for a charter. Forthwith the managers of this big concern "cause a map" [not even a survey is required] to be made and filed of this projected road; and they thus acquire "a valid title to the location as therein indicated."

"Well, they will have to build the road."

No, they won't! There is not the least shadow of requirement that they shall ever build even a turn-out at its junction with their road! They are empowered to say to those who really *would* build it—whose property is worth pounds or pence, according as the road shall or shall not be built—"We can throttle you for five years anyhow; pay us our price, or you shan't have any road;" and the people would have to stand and deliver.

We cannot make room for a further exposure of this eminently Pennsylvania act; which we have no doubt either has been or will be duly passed, unless the Governor shall see fit to stop it. It is a "big thing," and will go through, of course. True, the stock of the corporation thus endowed with more than regal powers is not a popular favorite—we do not remember that we ever heard of a dividend thereon—but there is an "Empire Line" that does most of the freighting thereon, and has waxed fat as a seal at the cost of the patient stockholders of the road. We don't know that the "Empire Line" is composed of very near relations to the managers of the railroad, but we can guess. The fact that the cars of the railroad are sold to the "Empire Line" for notes payable in those very cars, tells the story. But, leaving this for future scrutiny, we call attention to the bill above dissected as one of the last and worst specimens of railroad legislation yet exposed to the light of Heaven.

Railroads in Missouri for Sale.

The St. Louis *Republican* says, by reference to our advertising columns it will be seen that three of our railroads, to-wit: the Southwest branch of the Pacific Railroad, the Iron Mountain Railroad, and the Cairo & Fulton Railroad, are offered for sale within the present year.

For the Southwest Branch (now the Southwest Pacific) Railroad, sealed proposals are invited until the 9th of May next. The successful bidder will be required to pay a fourth of the consideration on closing the contract, and the balance in five equal annual installments, at six per cent. interest. Payments will be made in cash or in the bonds of the State, or bonds guaranteed by the State, or other State indebtedness. The other conditions are that the road shall be kept in good running order; that it shall be finished to Lebanon, in Laclede county, within three years from the date of sale; to Springfield, in Greene county, within four years from that date, and to the line of the State within five years from that date; and that at least \$500,000 shall be expended each year upon the construction of the road, such expenditure entitling the purchaser to a two years' extension of time beyond the maturity of last installment for the payment of the principal of the purchase money due that year. Proposals to be addressed to P. Jos. Osterhaus, President of the Board of Commissioners, at St. Louis, who will soon have ready a schedule of the personal property and rolling stock for sale.

The length, as surveyed, of the road is 283 miles, and the road is in operation to Rolla, 77 miles. It has a land endowment of a million of acres, and its extension will develop the rich country through which it will pass. It will also be a part of the great transcontinental railroads which may hereafter unite the shores of the Atlantic and those of the Pacific.

We trust that responsible parties may be

found willing to make a fair offer for this property. The Commissioners may reject any and all bids at their discretion, and any bid accepted by the Commissioners is subject to the approval of the Governor. It is to be presumed that any fair offer from responsible bidders will be accepted by the Commissioners and approved by the Governor, as it can be for the interests neither of the road nor the State that it should remain *in statu quo* and be run by officials.

The St. Louis & Iron Mountain Railroad is offered for sale by the Governor on the 13th day of September next. It is completed, as originally contemplated, to Pilot Knob, eighty-six and a half miles. This road, in the hands of parties who would continue it to points of connection with the Southern railroads, would be good stock.

The Cairo & Fulton Railroad is also offered for sale by the Governor on the 17th day of September next. The length of this road, as projected, is seventy-eight miles. The parties engaged in constructing this road extracted from the State \$650,000 in bonds. Track was laid over twenty-six and a half miles at one time.

The Platte Country Railroad is also offered for sale. The Commissioners appointed for the sale of this road invite sealed proposals until the 30th day of June next. The requirements as to terms of payment and keeping up the road are the same as in the case of the Southern Pacific Railroad. The purchasers will be required to complete the road from a point on the Missouri river opposite Kansas, and from Savannah to Forest City, in two years from the date of sale, and to the Iowa State line in three years from that date, expending in construction \$250,000 a year, which expenditure will entitle an extension of payment of principal of purchase money due in that year to two years beyond the maturity of the last installment.

The whole length of this road, as projected, is one hundred and fifty miles. The State has issued bonds to the amount of \$700,000. There ought, it seems to us, to be no difficulty in selling this road for enough to at least pay off these bonds. If continued to be run at the expense of the State, it will bring the State in debt.

We call the attention of the English capitalists who so recently visited our country to see how to make their present investments profitable, to the above notice, and take the liberty of suggesting to them that next to securing an independent entrance into New York City, in importance to their interests and the proper development of their property is the extension of their road to the Pacific Ocean. By reference to our article published at the time of their visit here, it will be seen that we suggested this at that time. An independent entrance to New York, the control of the O. & M. Railroad, and a continuation of their line over the Southwest Pacific Railroad to the Gulf of California would be a "big thing," and they would have the game almost entirely in their own hands.

The Buffalo Branch of the Atlantic and Great Western Railway from Buffalo to Randolph, is to be continued down the Conewango to Warren, Penn.

Liability of Railroad Companies for Fires Communicated from Locomotives.

The rule of law as to the liability of railroad companies for damages done by fire communicated by their engines, is far more favorable to the companies in this country than in England. The current of decisions in this country seems to establish the rule that the mere fact of fire being communicated from an engine does not raise a presumption of negligence on the part of the company. But in England it seems to be well settled that the fact of premises being fired by sparks emitted from a passing engine is *prima facie* evidence of negligence on the part of the company, rendering it incumbent on them to show that some precautions had been adopted by them, reasonably calculated to prevent such accidents. The Chief Justice in rendering the opinion of the Court in the case of *Piggott vs. Eastern Counties Railway*, (3 C. B., 229,) said: "The defendants are a company entrusted by the Legislature with an agent of an extremely dangerous and unruly character, for their own private and particular advantage; and the law requires of them, that they shall, in the exercise of the rights and powers so conferred upon them, adopt such precautions as may reasonably prevent damage to the property of third persons, through or near which their railway passes." All the cases upon this subject in this country, hold that railroad companies are bound to exercise care, skill and diligence, to prevent fires being communicated in this mode, and make them liable in a case of damage through their negligence; but the company may always bring proof to show that there was no negligence of their part.

Thus when the company can show that their engines were properly constructed, in good order, and had the usual apparatus for preventing the escape of sparks, and were managed by discreet persons, they cannot under ordinary circumstances be held liable. (*Burroughs vs. Housatonic Railroad Company*, 15 Conn., 124.)

The case of *Rood vs. N. Y. and Erie Railroad Company*, 18 Barb., 80,) was brought to recover damages for the burning of the plaintiff's woods and fences by sparks from the defendant's locomotive while running upon their road. The Court held that damages could not be recovered except upon strict proof of negligence. Also, that where a person conveys a certain definite parcel of land for the purpose of constructing a railroad, out of a much larger parcel retained by him, the grant is subject to all the consequences necessarily attendant upon such a use of the same; and particularly such as would result from the running of engines, and the consequent exposure of property on his adjacent land, to such injury and loss as would naturally result therefrom.

As it was held in the case of *Moshier vs. Utica and Sch. R. R. Co.*, (8 Barb., 427,) that an authority to use a steam engine for the purpose of propelling cars upon a railroad, is an authority to make a noise, whether it awakens fear or not, so upon the same principle, an authority to use a steam engine for that purpose, is an authority to emit sparks therefrom; and if the most approved means, which science and skill have invented are applied to prevent sparks from causing injury, it is difficult to see upon what principle the company can be made liable. In the case of *Rood* above mentioned, the Judge remarks:

"It can hardly be expected that the defendants can provide men of sufficient speed to

chase up every engine that passes over their road, and see that every spark of fire which may escape from the engine is caught and extinguished. It would be a herculean task to arrest them all, prone as are sparks to fly upwards. Such a rule, imposed upon these corporations, would be a burthen greater than they could bear. Running as do their engines at all hours of the day and night, with trains of cars almost constantly passing and repassing, with a speed that defies and baffles all human efforts to keep pace with them, it would be impossible for them ever to escape liability under such a rule.

"Most certainly if negligence is to be imputed to a section master who has nine miles of road to look after, and a dozen men to superintend; or if negligence is to be imputed to the watchman who has four miles of a road to watch and guard, and with five trains a day passing over the road, and with varied duties to perform, then most certainly, negligence in the present case should be imputed to the plaintiff for not discovering and extinguishing this fire and preserving his property."

In some of the States, as Massachusetts for instance, railroad companies are made liable by statute for all damages in this way. If one whose property is insured, suffer loss in this way, and the insurers pay him his entire loss, they may recover in his name against the company. (*Hart vs. Western Railway*, 13 Met., 99.) And in this last case, it was decided, under the Massachusetts statute, that where sparks from the engine communicated fire to a shop, and the wind drove the sparks from the shop sixty feet across the street, and set fire to a house, this second fire must be regarded as "communicated" by the company's engine within the statute.

It has been attempted by legislation in some of the States to bind companies to greater liability than they have been held to by the Courts, and in favor of placing the risk upon the party in whose power it lies most to prevent such injuries. But in this State, and we believe in most of the States, the principle upon which the company is held liable is that stated by us above, as distinguished from the more rigorous rule of the English Courts.

It certainly would not be just or right to make railroad companies insurers of the property along their lines.

The degree of care which a company is bound to use in this respect is governed sometimes by circumstances. Thus a company is bound to use more care in regard to fires in a dry time, as was held in the case of *Hayett vs. Phil. & R. R. Co.*, 23 Penn., 373; or where property is very much exposed. So a railroad company running an engine through a village where wooden buildings are so near the track as to be exposed to fire from the sparks, is bound to a higher degree of care than when running in the open country. And when the exposure of the buildings is increased by reason of a wind blowing towards them from the engine, which is standing at rest upon the track, the corporation is responsible for the utmost vigilance and care.

A much higher degree of care, both in respect to the rate of speed and the watchfulness to prevent casualties, should manifestly be required when trains are passing through or remaining stationary in the streets of a city, or densely populated village; and it is not stretching the rule unduly in such a case to say that, under such circumstances, the railroad company is bound to use the utmost care to guard against the dangers which obviously attend such a condition. Care must be proportioned to the danger of accidents,

and where there is great danger, there must be a corresponding degree of care.

This is the rule declared in the case of *Kelsey vs. Barney*, (2 Kern, 425,) and applied to the case of a collision of boats. The principle is there stated to apply to all persons traveling upon highways or navigating public waters, and in speaking of the qualifications and to the extent of the rule, Judge Johnson says, in his opinion, that under some circumstances a very high degree of vigilance is demanded even under the requirement of ordinary care. "Where," he says, "the consequences of negligence will probably be serious injury to others, and where the means of avoiding the infliction of the injury are completely within the party's power, ordinary care requires the utmost degree of human vigilance and foresight."

The same principle is substantially held in the case of *Johnson vs. Hudson River Railroad Company*, (20 N. Y., 65.) The cars of the defendant were driven in the night time in one of the streets of the City of New York without any lights upon them, and the plaintiff's testator was run over while upon, or crossing the track, and killed. In giving the case to the jury, the Judge charged, among other things, that, considering the nature of the defendants' business and the hazard attending the running of cars in the streets of the city, and particularly on a dark night, "they were bound to exercise the utmost care and diligence; and for the purpose of avoiding accidents, endangering property and life, were bound to use all the means and precaution that the highest prudence could suggest, and which it was in their power to employ." Language stronger than this can hardly be employed to indicate the extreme degree of care which is to be exacted of railroad companies under circumstances where prudence and watchfulness are required. This charge was excepted to, but on an appeal to the Court of Appeals it was sustained. In giving the opinion of the Court, Judge Denio remarks that in his judgment, the charge did not overstate the obligations which attach to persons running cars in the night over a course which is also a public street, in requiring them to exercise the utmost care and vigilance, and to use all the means of precaution which the highest prudence could suggest. (22 N. Y.; 209.)—*Am. R. R. Journal*.

Report of the Balloon Committee.

This report was read by Mr. Glaisher. It stated that the committee had been reappointed last year in order, first, to examine the electrical condition of the air at heights; second, to verify the law of the decrease of temperature, as found from summer-day observations already made, with day observations at other seasons of the year, but principally in the winter and the adjacent months; third, magnetical experiments, observations with the spectroscopic, the currents of the atmosphere, solar radiation at different heights, and hygro-metrical observations, though secondary, were held as very important subjects of investigation; fourth, to arrange for observations at night, and to make such observations if possible. With respect to the first subject no further progress had been made, the instrument prepared for the purpose not having been rendered available for use. Under the second and thirds heads some progress had been made, though not to the extent anticipated. As to the fourth object, no night observations had actually been made. To take

such observations it was imperatively necessary to have some means of illumination, so that the instruments could be read. Various suggestions had been made on this point, but the best plan seemed to be to employ a Davy lamp. Two such lamps had been made for Mr. Glaisher of copper, so that the proximity of magnets did not affect them. Experiments had shown that these lamps might be used with perfect safety, and that they kept well alight, besides affording a source of grateful warmth not before possessed. All necessary arrangements were now made for night observations, though there were no results yet for presentation, and a series of such observations would be very useful. The same instruments, with the addition of a fine spectroscope and a delicately mounted magnet, had been employed, as during the previous year. The instruments were attached to the outside of the car, and were easily read in that position. Up to the last meeting of the association, twenty-two ascents had been made of which seventeen had taken place in June, July, August, and September, and five only in the other months of the year, viz: one in January, one in March, two in April, and one in October. Of the summer ascents, one had been made in the morning, and the rest in the afternoon or evening. The committee considered that day and night experiments in summer had better be brought together before more were made. Mr. Glaisher devoted all his efforts to secure as many ascents as possible between October and April, but he had succeeded in three instances only, on December 1 and 30, 1864, and on February 27 last. The three ascents were made at Woolwich, and the paths of the balloon were shown in diagrams. The small number of ascents was due to winter being an unfavorable season for balloon experiments. But as with regard to the progressive diminution of temperature with elevation, the diffusion of vapor in the atmosphere, the density of clouds, their extent, and currents in the atmosphere, and all connected with the higher regions of the atmosphere in winter, we are in almost entire ignorance. It is the most important season for experiments. Proceeding to speak briefly of the three ascents, the report stated that the balloon left the earth on December 1 at 2 37 P. M., with a temperature of 48 degrees, which remained almost unaltered till the height of 800 feet was passed. Having slightly increased up to that point, it then gradually declined to 31½ degrees at about a mile high. On December 30 the balloon left at 2:13 P. M., with a temperature of 42½ degrees. In the first 500 feet it inclined 2 degrees, at 1000 feet it was 37 degrees, at 2000 feet it was 33½ degrees, at 2500 feet cloud was encountered, and the temperature was 31 degrees; at 3300, at the upper surface of the cloud, it was 27 degrees, on getting above the cloud the temperature rose, and at 400 feet above it had increased to 31½ degrees. On February 27 the earth was left at 1:58 P. M., the temperature was 52 degrees, and declined gradually to 35 degrees, when a cloud 1000 feet in thickness was reached. In passing through this there was no change of temperature, but above it the temperature increased with elevation. Comparison established that these results differed greatly from those obtained in summer, and showed that the laws of temperature varied at different seasons. The courses in the three ascents were very nearly the same after reaching a certain point. The winds prevailing in the higher regions in January and February were W. and S. W. This was unfortunate in regard to the ascents, as it necessarily shortened their duration. Since that time Mr.

Glaisher has been making preparations for night ascents. The ascents made, however, were important in proving the constancy of the S. W. current during the winter months, which was also confirmed by observations at the Royal Academy. In the descent on December 30, Mr. Glaisher was unable to make any magnetic observations, as the balloon was in a constant state of revolution, but on other occasions he had succeeded in obtaining results which correspond with those found at other periods of the year. At every opportunity during these ascents, Mr. Glaisher had directed the spectroscope to the sun, and always saw a very fine spectrum with many lines, more numerous than on earth and better defined. The spectrum usually extended from A to far beyond H. The spectrum was perfect, with a much narrower opening of the slit than on the ground, and lines could therefore be clearly resolved which could not be seen from the earth. A blackened bulb thermometer, placed near another carefully screened, for determining the temperature of the air, generally read the same as the latter. No tinge of ozone was shown on the test papers in any of the journeys. The report contained a mass of figures relating to the observations, which were detailed with every minutess.

Mr. Glaisher's disappointment at finding his time for observation always cut short by the inevitable tendency of the balloon towards the sea, was compensated for when he considered the high importance of the continuance of south-west winds in winter. Constant observation last winter, from October to March, had found the wind always in the same direction, whenever it was possible to determine the motion of the upper air, no matter from what quarter the earth wind came. The high temperature we experienced in winter seemed due greatly to this current, which met with no obstruction in its course towards us, but blew directly hither and to Norway over the Atlantic. These winds only reached France when they had passed over the whole of Spain and the Pyrenees, and they had then become so much cooled that France derived comparatively little benefit from them. This apparently caused the more severe winters in that country. It was probable that our milder winters were due to these winds. After touching on the subject of the ultimate destination of the heat rays which constantly issue from the sun, Mr. Glaisher said that a few months previously he had thought that would be his last report on balloon ascents. He had devoted his entire leisure for three years to these experiments, and every day he was so occupied was a day taken from the month's holiday allowed him as an *attache* of the Royal Observatory. As, very properly, no personal expenses were allowed by the Association, he had to pay them himself, and he had also had to defray the cost of the necessarily heavy calculations. He felt, therefore, that he had performed his share of these experiments, and that they might cease for the present, and fresh ones be made at a future day by others. But on seeing, in preparing this report how deficient they still were in winter and morning ascents, but above all, in night operations, he had determined, in consultation with the committee, to make some night ascents at once, if possible, and therefore he would probably have to address them again at their next meeting.

The Cedar Falls Gazette is assured by the contractor, that the D. & S. C. R. R. is to be opened within 30 days to Iowa Falls, 15 miles west of Ackley, the present terminus, and 50 miles west of Cedar Falls.

The Pacific Gold Products.

From the annual market review of the San Francisco *Mercantile Gazette and Price Current*, of January 9th, we learn that the gold and silver receipts at that port for the year were \$55,467,573.

Against 1864.....\$55,227,807
Against 1863..... 52,459,961

The disposition of this large sum of the Pacific mines, was as follows:

To New York and East.....\$20,583,390
England direct..... 15,432,639
China direct..... 6,963,522
Other foreign ports..... 2,328,676

Total shipments.....\$45,308,228
Leaving in California..... 10,159,345

Total receipts as above.....\$55,467,573

Of the receipts of 1864 the entire amount was shipped:

To New York and East.....\$13,316,122
England..... 24,436,324
China..... 7,888,973
Other foreign ports..... 1,065,683

Total.....\$56,707,201

Of the receipts of 1863, the amount shipped off was \$47,071,920; leaving \$5,395,653 in California.

In the last twelve years, 1864-65 inclusive, the grand total of the shipments of treasure from San Francisco reaches \$565,721,762; average per annum, \$47,143,480.

The *Gazette* adds:

"The receipts from the north coast show a slight falling off as compared with last year, but, as it is well known a much larger amount of treasure in private hands and to private consignment is received from the Idaho mines—Cariboo, Frazer river, etc.—than from any other regions tributary to the city. The aggregate receipts from that quarter have probably exceeded \$10,000,000, and an estimate of say 40 per cent., for treasure in the hands of passengers and miners on board the steamers from Portland and Victoria, is, we think, quite within bounds.

From the silver districts of Nevada (included in Northern mines) the total receipts for the past year were \$16,800,000, against \$15,900,000 in 1864, and \$12,433,915 in 1863. Nearly all the treasure sent hither from Nevada arrives by public carriers, whose records may be seen, but to obtain a closer approximation to the actual product of the State, it might be proper to add say 50 per cent. to the recorded receipts—making an aggregate yield of \$16,790,009 for the past year.

Emery.

The world's supply of emery has within a short time been (prospectively) doubled. Hitherto two places—Cape Emery, in the island of Naxos, and the neighborhood of Smyrna—have furnished nearly all the emery used. A few years ago a mine was discovered in North Wales, and another, perhaps the most important deposit of the kind in the world, has just been found near Chester, Mass. This latter yields Emery of the finest kind, and which does not rust upon exposure to the air. It is also reported to be capable of doing one-third more work than any other emery in the world. Its non-liability to oxydation also gives it great superiority. This mine is now worked or preparing for work, and instead of "Turkish" emery being the favorite brand, "American" is likely to take its place.—*Artisan*.

Furnace Slags.

Dr. F. G. Finch read a paper "On the Utilization of Blast Furnace Slags." He said, within the last two or three years, by a process of slow cooling, a durable artificial stone had been produced at several iron works in France and Belgium, and was used for building purposes and as paving stones for roadways. The result had been satisfactory in a pecuniary point of view. Having recently visited most of the places where the stone was produced, he would describe the plans adopted. The slag was allowed to run from the furnace in a fluid state into pits in the ground, eight or nine feet in diameter at the top, with sides sloping inwards to the bottom, the pits being three feet deep in the centre. The liquid hardened on the top, and the hardened mass rose as the pit filled. The furnaces were tapped every eight hours. The mass in the pits took nine or ten days to cool. It was quarried by means of large hammers and iron bars. The material thus obtained, except the crust on the top and a thin layer at the sides and bottom, was a hard, compact, crystalline stone, often resembling certain basalts. Of course, its quality depended on the nature and proportion of the materials with which the furnace was charged. That produced from cinder iron did not equal that produced in the manufacture of grey pig. The stone was found to have a high degree of resistance to crushing. It was largely used in France for paving, and was worked by masons into pieces of the form and size desired with facility, while the waste thus obtained was employed for macadamized roads. He had seen it where it had been laid down for three years. The French engineers spoke favorably of it, and the iron masters showed him proofs that, while this process got rid of a cumbersome material, it was itself a profitable branch of industry. The great consideration in England to such a manufacture would be the space it would require. With three tappings a day, each tapping filling one pit, and ten days for cooling, 30 pits would be needed, which would require a space of 2400 square feet. It was not often that so large a space could be made available at our iron works; but, on the other hand, it should be remembered that France was very deficient in stone suitable for paving.

Clyde Shipbuilding in 1865.

The year 1865 has been a most propitious one for Clyde shipbuilders, and the year which has opened has placed on its roll a number of contracts, which renders its beginning most auspicious. During the year there were launched 267 vessels, of 158,300 tons, and 24,040 horse-power, beside engines of 7,000 horse-power for vessels built elsewhere. These vessels may be aggregated thus:

	NUMBER.	TONS.
Paddle Steamers.....	47	29,000
Screw Steamers (Iron).....	109	82,700
Screw Steamers (Composite, Ribs and Iron; Outer Skin, Wood).....	1	890
Screw Hopper Barges.....	10	3,410
Screw Iron Clad Ram (War Vessel).....	1	4,200
Steam Dredger.....	1	300
Sailing Vessels (Iron).....	38	19,000
Sailing Vessels (Composite, Ribs and Frame of Iron; Outer Skin, Wood).....	17	12,000
Sailing Vessels (Wood).....	19	4,000
Miscellaneous.....	24	1,800
Total.....	267	158,330

In addition to the above, there are in different stages of forwardness, or about to be commenced, 180 vessels, of 139,135 tons—a fact which evinces that the shipbuilding trade of the Clyde is at the present time about as prosperous as when, stimulated by the speculative demand for very swift steamers for eluding the vigilance and the speed of the vessels which formed the American squadron of blockade, builders were forcing forward their ships for launching with great expedition, and pocketing the reward in the shape of the high prices current for vessels of this description. It will be observed that the vessels launched were of divers size and shape—from the bare and tiny lighter and trig yacht to the magnificently fitted up steamer and the formidable ram. The majority of these ships have found their way to ports in both hemispheres, while a proportion of them have been added to the merchant navy of the country. One also does duty as a war-ship to a neighboring potentate. Others are used for deepening operations on navigable rivers, and a host of small craft are being used for pleasure or coasting purposes. —*London Mining Journal*.

Southern Railroads.

At a meeting of the citizens of Boyle county, Ky., held at the Court House in Danville, February 19th, 1866, it being County Court day, the Hon. J. F. Bell was called to the chair, and J. R. Mars was appointed Secretary.

Col. W. A. Hoskins and C. E. Bowman, Esq., from the Committee which recently visited Cincinnati to confer with citizens there respecting the extension of the Kentucky Central Railroad through the county, made a statement of the business as it now stands. Whereupon it was

Resolved. That the report of the Committee be approved; that in order to secure the extension of the road from Nicholasville through Danville to a connection with the roads south, the people of Kentucky ought to raise \$1,000,000 as a gratuity or bonus to the Company; that we, the citizens of Boyle county, will raise and pay our full portion of this gratuity, and that E. P. Humphrey, Colonel W. A. Hoskins, G. W. Welch, J. P. Mitchell and C. E. Bowman be appointed to confer with the proper persons in Cincinnati and elsewhere on the subject, and report to a meeting to be held on Court day in March next.

J. F. Bell, President.

J. R. Mars, Secretary.

Court is on the 3d Monday of March.

Coal was first used as fuel in London in the latter part of the thirteenth century; but the smoke was considered so injurious to the public health that Parliament petitioned King Edward I. to prohibit its burning as an intolerable nuisance. He complied, and issued a proclamation against it. The most severe measures were then employed to abolish its use—fines, imprisonment, and the destruction of furnaces and workshops where it was used. How would this policy work now?

A proposition is under consideration by the New Albany & Chicago R. R. to take up the track between Wanatah and Michigan City, and lay it on a route a little further west, striking the Michigan Central road at Lake Station.

RAILROAD ITEMS.

RENO, OIL CREEK AND PITHOLE RAILWAY.—The passenger train commenced running regularly between Reno and Rouseville, on Monday morning, March 5th. The train has been crowded with passengers from the start, sojourners in this oily and muddy land evidently preferring a luxurious railway coach to a pedestrian or horseback journey over the miry or frozen roadways. The train makes close connection at Reno with eastward bound trains of the A. & G. W., and at Rouseville with a regular line of hacks to Plumer, Pithole, and the oil regions above.

This is the shortest and most pleasant route to Pithole, Bennehoff Run, and the oil regions generally. Passengers can, if they choose, visit Oil City via the A. & G. W. Railway, and return to Reno in time to take the outward bound train to McClintockville, Rouseville, and above. —*Reno Times*.

Several changes have taken place in the personnel of the Atlantic & Great Western Railway, one of which (the resignation of Mr. Rose,) we have elsewhere noted. Mr. Wm. Thorp, Purchasing Agent, and Mr. F. W. Cummings, Superintendent of the locomotive and car departments, have resigned their positions. Mr. Grinnell from the New Jersey Locomotive Works, being their successor in each of the above departments. It is rumored that Mr. Cummings goes to Europe with Mr. Rose, to be connected with railroad interests in Russia and Germany.

The Railroad Committee of the Assembly of the State of New York have reported favorably a bill granting State aid to a railroad on the west side of Lake Champlain, from Plattsburgh to Whitehall. The bill provides for payment by the State of \$5000 per mile, from time to time, as ten miles of the road are built and ready for operation. The road is to be completed in two years. This road will bring New York City fifty miles nearer to Montreal, and will turn the great tide of commerce from the North and West, that now seeks tide-water at Boston and Portland, to New York via the Hudson River.

D. C. Coolman, Esq., has been appointed chief resident engineer of the Atlantic & Gt. Western Railway, in place of J. H. R. Rose, Esq., resigned, and who is about returning to England to engage in other railroad pursuits. Mr. Coolman has been long identified with the A. & G. W., and has of late filled the position of resident engineer upon the western divisions. His headquarters will be at Meadville.

The Beardstown Illinoisan says: "The Directors have just returned from a railroad meeting at Winchester, and report very favorably for the building of the Rock Island and Alton Railroad.

The Franklin and Warren Railroad is pushed downward from Irvine towards Tide-out, which place it will probably reach about May next.

The Danville Railroad bridge, across James River, at Richmond, will probably be completed by the 1st day of March next.

The Paterson and Newark Railroad Bill has passed both branches of the New Jersey Legislature.

PETROLEUM ITEMS.

No. 32 FLOWING 1,000 BARRELS PER DAY!—This well promises to be the event in oildom for some time. It is on the Frothingham lease, which is situated at the upper end of the tramway and extends up the right side of the ravine. On the same lease an excellent pumping well has been in operation for a considerable time, and is still yielding about 80 barrels per day. On Thursday last, pumping was commenced in No. 32. There proved to be very little water in the well, not more than five barrels having been thrown up altogether, when the oil immediately followed. The pumping only continued about ten minutes when the well began to flow. It was claimed as a good strike of a three hundred barrel well on Friday last. On Saturday it was pumped about half an hour, and on Monday likewise, after which the sucker rods were drawn, when it immediately commenced flowing at an astonishing rate. New wells, especially large ones, are subjects of astonishment, rather than measurement, even to the most experienced. Large flowing wells generally produce much more oil during the first three or four days, or during the first rush, than afterwards. It is seldom that an opinion upon the amount a new well is producing is sustained by subsequent facts.—*Reno Times.*

There has been a report presented to the British Government, says the Philadelphia Ledger, which clearly establishes the superiority of petroleum over all other known fuel, for generating heat. Its advantages are chiefly these: it will enable a steam engine to do at least forty per cent. more work to the horse power. It will require so much less room for fire, as to save expense in construction and afford more stowage room. And it can be stored away with perfect safety in so much less space, that steamships of war must adopt it at almost any price to which it may rise, and the government first adopting it will have a decided superiority over those who do not.

To all these must be added several other benefits, such as the saving of labor in handling, through oil being a fluid, and therefore easily pumped up by steam or made to convey itself to the required point of gravitation. Then add the immediateness with which it can be made to produce its effects, without the constant waste of "banking up" as with coal. One man's hand, by the turning of a stop cock, can fire up a huge steamer in a minute. Powers, such as these, must bring petroleum into use among the navies of the earth rapidly.

THE MONEY IN PETROLEUM.—Three years ago the value of oil to the producer was \$2 per barrel, the commercial value \$8. The present yield—8000 barrels—is worth to the producer \$5 per barrel, making \$40,000. Annual product five years ago was 360,000 barrels, worth \$720,000; annual product at present is 2,400,000 barrels, worth \$12,000,000; value as an article of commerce five years ago, \$2,800,000; value at present, \$48,000,000.

The consumption of oil as a lubricator is immense. There are some railroad companies whose annual expenses are more than \$25,000 for lubricators alone. A single manufacturer in England (Young) testified in court to having manufactured and sold over 400,000 gallons lubricating oil in one year, at about one dollar per gallon. This oil was distilled from coal.

The Morton well, at Erie, which has been sunk to a depth of nearly twelve hundred feet, has at last produced oil, according to the *Dispatch*. The oil is of heavy gravity.

The receipts at Pittsburg, for the week ending Saturday, March 3d, were 1,530 bbls. by river, and 3,092 by rail. The total since January 1, was 99,468, an increase of 93,892 barrels over same time of 1865.

The Louisville papers are much exercised for fear that Nashville will "become the receptacle of the wealth which is destined to flow from the lap" of the Cumberland region.—*Nashville paper.*

MONETARY AND COMMERCIAL.

The condition of the money market has not materially changed since our last weeks review. The demand for loans continue to be equally importunate from those who find it difficult to obtain them, and even good paper is not unfrequently found on the street. Bankers are firm in their rates of 10@12 per cent., while street operations vary from 15@24 per cent.

The gold market has not made any extraordinary evolutions during the week, but seems to be feverish and unsettled. The supply of Exchange is still below the needs of trade, and rates are firm at quotations.

	Buying.	Selling.
N. Y. Exchange.....	50@75 prem.	1-10 prem.
Philadelphia.....	50@75 prem.	1-10 prem.
Boston.....	5@75 prem.	1-10 prem.
Gold.....	130½	131½
Silver.....	121@123	125

The market in New York for stocks has been more firm with an upward tendency, although a little weaker at the close of the week. The leading feature has been the "Erie" corner. The stock of this road has ever been a favorite fancy stock, which thousands will remember with sorrow. The *New York World* moralizes on "cornering," and the "Erie corner" in particular, as follows:—

The recent sharp practice in the manipulations of Erie are discussed in and out of Wall street, and have given rise to the expression of much diversity of opinion. The majority condemn, and some few justify, on the principle that everything is fair in stock jobbing affairs; but all unite in expressing astonishment, mingled with regret, that an aged citizen, past man's allotted three score years and ten, eminent for his piety, wealth and high standing in the community, should devote his declining life and energies to stock operations in which he is enabled to play the game with loaded dice, from the position of trust held by him as the leading director in the Erie Railroad Company, and from his ample means and credit. This last turn in Erie has ruined many and inflicted losses on hundreds. The heaviest buyer of the "puts" is said to be ruined, and two firms have failed, besides half a dozen private defaulters. The following table shows the price of Erie during the last month:

February 10.....	77½	March 1.....	86½
February 26.....	81½	March 5.....	84½
February 27.....	84½	March 7.....	87
February 28.....	85½	March 8.....	86½ to 82½

And to-day the price has ranged from 81@82½c. Yesterday this eminent citizen is said to have sent confidential messages to friends that Erie was a good purchase at 85, and within an hour, under pressure of sales by his brokers, the market broke to 83½. Erie is worth no more than it was before this movement, namely, 77½, and perhaps no less."

The whole system of stock gambling is no better, morally, than any other gambling, and those who do not wish to take the risks, cannot, or ought not to covet the gains.

Of the intrinsic value of "Erie" the *Tribune* says: "The annual report will end the clique movement effectually, by showing that as an investment, everything below the Preferred stock is of doubtful value."

This undoubtedly is correct.

The ruling prices of the New York market is shown by the following from the *Tribune* of March 12:—

"The railway share list is lower, and there is an increasing indisposition to buy on speculation or for investment. The street is full of hypothecated stocks for which there is no investment demand, and which may at any moment be thrown overboard, under a call for money by parties holding them as collateral. At the second board the market was steady, with moderate sales. The last prices were as follows: New York Central, 91½@91¾; Erie, 82½; Hudson River, 103½@104; Reading, 97½@98; Michigan Southern, 73½@74; Cleveland and Pittsburgh, 75½@75¾; Rock Island, 107½@107¾; North-Western, 25½@25¾; do. Preferred, 52½@52¾; Quicksilver, 40½@40¾."

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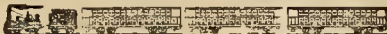
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—Kellogg, Contracting Agent, Vine St. under Burnett House.

New York Central.

G. B. Gibson, S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:45 A. M.	10:50 P. M.
HAMILTON.....	10:30 "	11:35 "
DAYTON.....	12:45 "	1:10 A. M.
SPRINGFIELD.....	12:55 "	2:00 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	6:52 "	7:40 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	12:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:45 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

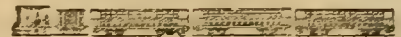
E. F. FOLLER, Gen'l Ticket Agt.

D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun days, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.
Mail Train—At 8:00 a. m., for Flemington, Eaton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 3:00; 3:30; 5:30; 7:20 and 11:00 p. m. for Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT AND NEW-YORK FERRY.—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. Y., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:20 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 5:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:15; 4:30 and 5:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:15; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:45; 4:30; 5:30; 6:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:15; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:30 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 1:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

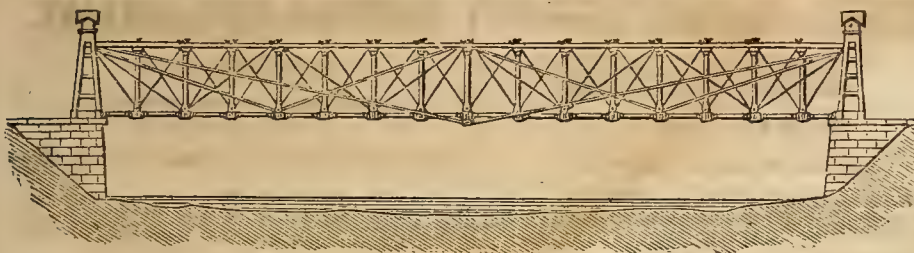
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Boiling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron, and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs, CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only; negotiates Loans and makes calls.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for **SPEED, SECURITY AND COMFORT**, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged, and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to **WASHINGTON CITY**.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellatre, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail and Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

Sleeping Cars by Night Express Train.
The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City.....	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville.....	5 00 P. M.	12 50 P. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 40 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays.
Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 10, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

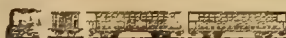
Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:00 A. M.
St. Louis, Cairo, & Louisville.....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. L. GRAWFORD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1 1/4 to 24 inches in diameter, and branches, for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4:30 (Express Monday excepted). 8:05 A. M.; 12. A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M.

Leave Baltimore for North and West, 8:35 A. M.; 9:56 A. M. (Express); 1:35 P. M. (Express); 7:10 P. M.; 10:44 P. M. (Express)

On Sundays, 10:24 P. M.

Through connections made for all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MARCH 22, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail.....	9:00 A. M.	6:20 A. M.
Miford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI,

Baltimore and Washington City Express, and Hillsboro Mail.....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail.....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:20 A. M.

Railroad Accidents.

At the present time, the public mind is inclined to considerable severity on the subject of Railroad accidents; and would be more so, if it were not for the extraordinary accidents recently occurring on board steamboats, which have thrown all others into the shade. It has happened, however, that boilers of locomotives have exploded, as well as those of steamboats; but not so frequently. Accidents of this sort, however, do not affect passengers; and therefore are little noticed in comparison with others. The kind of accidents, which most startles the public, is *collisions*; for this (in passenger trains), almost invariably kills or wounds many passengers.

The following is a table of killed and injured on the Pennsylvania Roads, comprising 3,300 miles, which will enable us to compare the statistics; but unfortunately this table does not give us the causes of these accidents.

NAME OF COMPANY.	Passengers killed.	Passengers injured.	Employees killed.	Employees injured.	Others killed.	Others injured.	Total killed.	Total injured.
Atlantic & Gt. Western....	..	6	2	5	1	11	3	
Barelay Coal Company....	..	..	1	..	..	..	1	
Cleveland, Painesville & Ashtabula.....	..	2	..	6	..	8	..	
Catawissa.....	..	1	..	1	..	2	..	
Del. Lack'w'na & Western, Del. & Hudson canal and railroad.....	1	..	10	14	6	2	17	16
East Pennsylvania.....	..	3	4	1	..	4	4	
Erie & North-East.....	..	2	3	12	2	5	7	
Elmira & Williamsport.....	..	1	1	..	..	1	2	
Erie & Pittsburg.....	..	2	3	..	..	2	3	
Jamestown & Franklin.....	..	1	..	..	..	1	..	
Lehigh & Mahanoy.....	..	..	1	..	..	1	..	
Lehigh Valley.....	2	11	9	8	10	19	21	
Lack'w'na & Bloomsburg.....	1	3	1	..	..	2	3	
Lehigh & Susquehanna.....	1	1	1	3	1	4	3	
Northern Central.....	1	11	10	14	9	26	20	
North Pennsylvania.....	..	3	1	6	2	9	3	
Old Creek.....	7	8	..	..	..	9	8	
Pittsburg, Fort Wayne & Chicago.....	4	22	40	29	14	51	58	
Pittsburg & Connelleville.....	2	2	1	1	..	3	3	
Philadelphia & Reading.....	3	7	24	15	27	22	22	
Philadelphia & Erie.....	5	9	19	20	5	3	29	32
Philadelphia, Wilmington and Baltimore.....	9	8	6	5	14	2	18	15
Philadelphia & Trenton.....	8	39	1	..	9	5	29	44
Philadelphia, Germantown and Norristown.....	1	1	..	1	4	1	5	3
Pennsylvania.....	16	98	31	148	48	58	95	304
Reading & Columbia.....	..	..	1	3	..	..	1	3
Schuylkill & Susq'hanna.....	..	..	1	..	..	..	1	
Shamokin Val. & Pottsville.....	..	1	..	1	..	2	..	
Tioga.....	..	..	..	2	..	..	2	
West Chester & Philadel.....	1	..	1	..	2	..	4	..
	50	179	143	276	192	127	385	532

Here are persons killed or injured by Railroad accidents. Of these 229 are passengers; and 419 employees. The other 319 though not defined, are evidently those who were standing on the road, or meddling with the train, or drunk, or committing suicide; for, strange as it may seem, there are every year many who take this method of committing suicide. The number of passengers carried over the Pennsylvania Roads was 17,000,000; so that the proportion of passengers injured was only one in 85,000! This is a remote chance; but, those who ride in railroad cars, would a little rather that should be no

chance at all of being killed in that way. We looked into some of the special reports of the companies to find the causes of these accidents; but they are not reported in sufficient numbers to give a clear idea on the subject. In the report of the *Pittsburg, Fort Wayne & Chicago*, an account is given of each case, and the following examples will serve to show how outsiders are injured.

4 from drunkenness.

4 attempting to steal rides.

12 attempting to get on or off the cars in motion.

6 walking on the cars in front of the track.

Several are reported by collisions; but few passengers were injured in that way. In the above 26 cases, *not one need have happened*, and of those (not employees) who have received injuries by railroads, it is unquestionable, that the great majority have occurred from *the fault of the parties injured*. No man need walk on a railroad track; no man need get on or off when the cars are in motion; no man need be drunk; and if these three obvious and palpable faults were not committed, we hazard nothing in saying, that *two-thirds* of railroad accidents need not occur. Of employees of roads, when they meet with accidents, little need be said; for they enter on a *hazardous business*, knowing it; like the manufacturer of gunpowder. There are certain duties of the employees of a railroad, which are in their very nature hazardous. For example, the *coupling of the cars*. Several of the employees on the Fort Wayne & Pittsburg Road were killed in this way; but they know the dangers to be encountered, and need not encounter them unless they choose. The accidents to employees, *in proportion*, is ten times as many as to any other class of people. As to passengers, the case is totally different. It is very obvious, that *no accident* should happen to passengers, which is not a direct accident to the car or road. At least, if any other happen, the road is in no way to blame for it. Then, what accidents may happen to a passenger? These are chiefly confined to three: 1. A collision; 2. A running off the track; and 3. Breaking of an axle. Each of these may occasion very serious accidents, and the loss of many lives; but, each of these *must be almost entirely the fault of the company*. Hence, the companies have no reason to complain that the public hold them to a strict liability on this account. One may say, that the *breaking of an axle* is an unavoidable accident. Yet, this is not so. Axles do not break, where they are *sounded* every few hours. We observe, that the old and prudent roads almost all observe this precaution. It is not infallible; but, almost always the axles will give signs of decay, in time to take them off and anticipate their breaking. A *collision* is always the fault of the road; there is no excuse for it. A collision is always avoidable, and ought never to

happen. It can be arranged where every train is at a certain moment; and if any one is broken down, notice can be given by the watchman on the road. In fact, a collision is one of the inexcusable things; and, collisions always happen from some neglect of employees. Hence, the public are not hard in holding the companies to strict accountability. But, some one will say, that cars may run off the track, and severe accident happen in that way, without blame. Hardly;—suppose for example, that the ties are all sound; the road well ballasted; the iron of good quality; and the track constantly watched; what chance is there to run off? Scarcely any. It is now twenty years since passenger cars have run on the Little Miami Railroad, and we believe that no passenger in the cars has been seriously injured from this cause! This may be, in some degree, good luck; but, allowing for this, it proves very clearly that the danger from collisions or running off, on a well managed road, is so remote, as to be scarcely appreciable. Looking over the whole ground, railroad accidents or injuries, may be divided into three classes. 1. From the obvious and palpable fault of those who are injured, and which comprise full half the whole number. 2. Those of employees, which almost wholly arise from the necessary hazards of the business; and 3dly, Those which are generally the fault of the road or company. The last are the fewest; but still enough to alarm the public, and enough to occasion much more caution on the part of Railroad Managers, than is generally observed.

Peat.

The N. Y. *Post* says of the property of the "Central New York Peat & Marl Company," that it "has secured a perpetual lease of nine thousand five hundred acres (about fifteen square miles) of the tract of land known as the Cayuga marshes, in the counties of Seneca, Cayuga and Wayne, crossed by both the Erie canal and the New York Central Railroad. The lease is subject only to a low royalty on the products when sold. They can cut twenty-five thousand tons of marsh grass and flag, valuable for paper stock. The peat is of the finest quality, five to fifty feet in depth, equal to one thousand tons per acre for every foot of depth. Below the peat is a vast bed of shell marl, and under that a stratum eighty-five feet thick of excellent gypsum. Then comes a bed of rich iron ore, and under that is supposed to be the great salt basin of this State. No enterprise can start on a sounder basis, or with better hopes of success."

We trust the good wishes of the *Post* may be fully realized, especially when they get down to the "great salt basin." Will the *Post* have the goodness to let us hear from them when they have got down to it. We have no

doubt that the Company will be able to cut the amount of "marsh grass and flag," and that they can also procure and prepare for market, at some cost or other, some Peat, but after extracting the Peat, say from an area of 50 acres, from the depth of from "five to fifty feet," and the "vast bed of marl," and then the "stratum of eighty-five feet thick of excellent gypsum," will the *Post* please inform us how they are going to keep out "Cayuga Lake," so as to enable them to work the "bed of rich iron ore" and the "great salt basin of the State." We hazard the opinion that notwithstanding "it is organized as a corporation under the laws of the State of New York, with a nominal capital of fifty thousand shares, of which ten thousand shares are to be sold for a cash working capital," that although the holders of "the forty thousand shares" may make a "good thing" out of it, that those who purchase the "ten thousand shares" to be sold for a "cash working capital" will never see it back again. We would suggest to the Company to change its name for one more appropriate, viz., "the Cayuga Lake extension and money sinking Company." Or we would suggest to the several Major Generals, who constitute the officers of the company, and whose historic characters as the honored leaders to glory of "Sherman's Bummers," are to be thus thrown into the scale to carry out this "promising enterprise," that they underrate the vastness of the scheme. It should be, like a vast army, divided up into corps and divisions to bring it within the reasonable scope of the capacity even of a Major General. Why not form a separate Company for the "marsh grass and flag" business. Twenty-five thousand tons of it ought to pay a reasonable (ten per cent.) dividend and expenses on a capital of One Million. The peat should yield a magnificent revenue, being from "five to fifty feet" thick, on a capital of at least double that amount, and "a vast bed of shell marl," and also the stratum "eighty-five feet thick of gypsum," should each be a sufficient basis and yield a splendid revenue on a capital of not less than five Millions each. They will have four Companies amply provided with the "bottom" for "capitalization," and certainly, who is going to dispute the chances of success of a company formed on "about fifteen square miles" of a "bed of rich iron ore," when put in at ten millions. As for the "great salt basin of the State," it is almost beyond the conception even of a Wall street operator to fix its value. Syracuse could be tapped, the revenue of the State absorbed, and the whole country supplied with salt, direct from the "great basin;" this surely is a "big thing," and can we not safely compute that "twenty millions" would be a "low figure." If the same proportion (twenty per cent.) "of shares are to be sold for a cash working capital," don't you see what an "almighty big thing" it would be? If you can only keep out Cayuga Lake!

New York Railroads.

The N. Y. *Tribune* of March 7, gives a compilation from the annual report of the State Engineer, Mr. Shearman, from which it appears that the expenses averaged for last year 78.59 per cent. of the earnings. In 1858 the expenses on the New York roads averaged 64 per cent., and in 1859, 68.34.

STOCK AND DEBTS.

Roads operated with Steam.

Amount of capital stock by charter and acts of the Legislature	\$34,816,200 00
Amount of capital stock subscribed for	96,436,661 61
" of capital stock paid in by last report	91,859,592 97
" of capital stock now paid in	96,040,137 24
" of funded debt as by last report	61,400,427 34
" now of funded debt	68,304,975 81
" of floating debt as by last report	1,353,337 53
" now of floating debt	6,862,634 41
Total am't now of funded and floating debt	94,165,610 22

Roads operated with Horse Power.

Amount of capital stock by charter and acts of the Legislature	\$18,731,000 00
Amount of capital stock subscribed for	13,658,850 00
" of capital stock paid in by last report	10,718,245 00
" of capital stock now paid in	13,105,105 00
" of funded debt as by last report	4,717,000 00
" now of funded debt	5,974,004 93
" of floating debt as by last report	376,845 77
" now of floating debt	576,845 49
Total am't now of floating and funded debt	6,551,450 42

COST OF CONSTRUCTION AND EQUIPMENT.

For graduation and masonry	\$41,828,097 96
For bridges	2,326,997 36
For superstructure, including iron	22,940,735 65
For passenger and freight stations, buildings and fixtures	4,375,602 27
For engine and car houses, machine shops, machinery and fixtures	1,972,013 38
For land, land damages and fences	12,067,173 37
For locomotives and fixtures and snow-plows	6,365,509 72
For passenger and baggage cars	2,858,815 83
For freight and other cars	5,358,684 94
For engineering and agencies, &c	8,462,812 44
Total cost of construction and equipment of roads using steam power	\$156,363,203 22
Total cost of construction and equipment of roads using horse power	\$19,591,184 98

CHARACTERISTICS.

Roads operated with Steam.

Length of roads in miles	3,089.84
" of roads laid	2,615.15
" of double track, including siding	1,163.84
" of branches laid	497.83
" of double track on same	21.43
" of equivalent single track	4,298.25
Number of engine houses and shops	166
" of engines	962
" first class passenger cars	836
" of second class cars	181
" of baggage, mail and express cars	492
" of freight cars	15,284

Roads operated with Horse Power.

Length of roads in miles	256.05
" of roads laid	166.24
" of double track, including siding	123.64
" of branches laid	3.16
" of double track on same .....	.25
Number of houses and shops	22
" of cars	959

BUSINESS OF THE YEAR.

Roads operated with Steam—Passenger Business.

Miles run by passenger trains	7,978,569
Number of passengers, all classes, carried in cars	16,215,427
Number of miles traveled by passengers, or number of passengers carried one mile	731,922,250
Average rate of speed of ordinary passenger trains, including stops, miles	20.57
Average rate of same when in motion, miles	25.43
Average rate of speed of express passenger trains, including stops, miles	26.25
Average rate of same when in motion, miles	30.44
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	84.77
Freight Transportation.	
Miles run by freight trains	11,482,768
Number of tons carried in freight trains	7,388,852
Total movement of freight or number of tons carried one mile	866,647,540
Average rate of speed of freight trains, including stops, miles	11.52
Average rate of same when in motion, miles	14.86
Average weight, in tons, of freight trains, exclusive of freight	151.10

Classification of Freight.	
Products of the forest.....	\$ 527,299
Products of animals.....	1,345,361
Vegetable food.....	1,220,500
Other agricultural products.....	392,437
Manufactures.....	732,661
Merchandise.....	1,146,286
Other articles.....	2,024,708

Total.....\$7,388,852

Roads operated with Horse Power.	
Number of miles run by passenger cars.....	18,419,930
Number of passengers, all classes carried in cars.....	107,349,507

COST OF MAINTENANCE OF ROADWAY.

Allotted to Passenger Transportation.	
Repairs of road-bed and way, exclusive of iron.....	\$2,156,777 82
Cost of iron for repairs.....	1,576,514 74
Repairs of buildings.....	441,181 26
Repairs of fences and gates.....	56,644 21
Taxes on real estate.....	627,112 74
Total.....	\$4,858,230 77

Allotted to Freight Transportation.	
Repairs of road bed and way, exclusive of iron.....	\$3,097,875 21
Cost of iron for repairs.....	2,345,003 22
Repairs of buildings.....	821,534 19
Repairs of fences and gates.....	87,733 09
Taxes on real estate.....	856,907 14
Total.....	\$7,209,052 85

Total allotted to passenger transportation.....	\$4,858,230 77
Total allotted to freight transportation.....	7,209,052 85
Other costs not allotted.....	807,560 55
Total cost of maintenance of roadway.....	\$12,874,844 17
Roads operated with horse power.....	282,351 41

COST OF REPAIRS OF MACHINERY.

Allotted to Passenger Transportation.	
Repairs of engines.....	\$1,318,080 86
Repairs of cars.....	1,309,390 81
Repairs of tools, &c.....	165,103 97
Incidental expenses, oil, fuel, &c.....	117,339 64
Total.....	\$2,909,935 28

Allotted to Freight Transportation.	
Repairs of engines.....	\$1,914,157 74
Repairs of cars.....	2,134,870 85
Repairs of tools, &c.....	259,622 93
Incidental expenses, oil, fuel, &c.....	178,947 68
Total.....	\$4,487,499 20

Allotted to passenger transportation.....	\$2,909,935 28
Allotted to freight transportation.....	4,487,499 20
Other costs not allotted.....	549,116 46
Total cost of machinery.....	\$7,946,550 94
Roads operated with horse power.....	116,943 25

COST OF OPERATING THE ROAD.

Allotted to Passenger Transportation.	
Office expenses, stationery, &c.....	\$159,749 64
Agents and clerks.....	512,744 90
Labor, loading and unloading freight.....	54,228 61
Attendance of porters, watchmen and switchmen.....	355,760 94
Wood and water station attendance.....	93,421 68
Conductors, baggagemen and brakemen.....	608,879 15
Engine-men and firemen.....	524,476 24
Fuel, cost and labor in preparing for use.....	2,060,624 14
Oil and waste for engine and tenders.....	267,161 95
Oil and waste for cars.....	70,345 46
Loss and damage of goods and baggage.....	18,933 34
Damages for injuries to persons.....	141,934 16
Damages for property, and for cattle killed.....	18,483 01
General superintendence.....	131,627 43
Contingencies.....	675,347 37
Total.....	\$5,492,813 12

Allotted to Freight Transportation.	
Office expenses, stationery, &c.....	\$ 206,047 94
Agents and clerks.....	833,751 77
Labor, loading and unloading freight.....	1,376,713 07
Attendance of porters, watchmen and switchmen.....	462,628 14
Wood and water station attendance.....	102,869 40
Conductors, baggagemen and brakemen.....	843,209 66
Engine-men and firemen.....	956,179 85
Fuel, cost and labor in preparing for use.....	2,927,240 86
Oil and waste for engines and tenders.....	354,738 73
Oil and waste for cars.....	113,861 21
Loss and damage of goods and baggage.....	283,340 68
Damages for injuries to persons.....	23,747 57
Damages for property and for cattle killed.....	30,031 95
General superintendence.....	182,968 14
Contingencies.....	753,111 21
Total.....	\$9,340,667 18

Allotted to passenger transportation.....	\$ 1,692,413 11
Allotted to freight transportation.....	9,440,657 18
Other costs not allotted.....	249,484 99
Total cost of operating roads.....	\$15,372,455 18
Roads operated by horse power.....	3,132,915 17

EARNINGS AND PAYMENTS.

EARNINGS.

Roads operated with Steam.	
From passenger business.....	\$18,696,929 71
From freight business.....	28,186,932 87
From other sources.....	1,869,103 62

Total earnings.....\$48,542,966 20

Roads operated with Horse Power.	
From passenger business.....	\$5,694,943 38
From other sources.....	253,714 11

Total earnings.....\$5,948,657 49

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with Steam.	
For transportation expenses.....	\$39,960,017 82
For interest.....	4,719,913 30
For dividends on stock.....	4,907,497 10
Amount carried to surplus fund.....	155,000 24
Total payments.....	\$48,742,428 46

Roads operated with Horse Power.	
For transportation expenses.....	\$4,956,066 04
For interest.....	408,918 93
For dividends on stock.....	262,171 85
For payments to surplus fund.....	226,283 46
Total.....	\$5,853,440 28

ACCIDENTS.

Roads operated with Steam.	
Number of passengers killed.....	24
" of passengers injured.....	167
" of employes killed.....	92
" of employes injured.....	65
" of others killed.....	111
" of others injured.....	40
Total number killed.....	227
Total number injured.....	272
Roads operated with Horse Power.	
Number of passengers killed.....	8
" of passengers injured.....	26
" of employes killed.....	1
" of employes injured.....	1
" of others killed.....	21
" of others injured.....	35
Total number killed.....	30
Total number injured.....	62

DEDUCTIONS FROM THE FOREGOING RESULTS.

<i>If we exclude the City Roads, we have as follows:</i>	
Average number of miles traveled by each passenger.....	45.13
Average number of passengers in each train.....	91.73
Average number of miles each ton of freight was transported.....	117.29
Average number of tons in each freight train.....	75.47
Aggregate movement of passenger trains is equivalent to passing over the road, times.....	3,051
Aggregate movement of freight trains is equivalent to passing over the road, times.....	4,391
Average number of trains passing daily over the road, about.....	20 1/2
Average cost, per mile of road, for maintaining roadway.....	\$4,923 18
Average cost, per mile of road, for repairs of machinery.....	3,038 66
Average cost, per mile of road, for operating road.....	5,878 42
Average cost, per mile of single track, for maintaining roadway.....	2,995 87
Average cost, per mile of single track, for repairs of machinery.....	1,843 79
Average cost, per mile of single track, for operating road.....	3,576 56
Average sum received for carrying one passenger one mile.....	2 24
Average sum received for transporting one ton of freight one mile.....	3 25
Average number of miles of travel for each passenger killed.....	30,496,760
Average number of miles of travel for each passenger either killed or injured.....	3,832,054
Average number of passengers carried for each one killed.....	675,643
Average expense is 78.59 per cent. of all the earnings.	

A New Express Company.

An Express Company has recently been organized in this State, under the laws relating to joint stock companies, to be known as the "Merchants' Union Express Company," whereof Elmore P. Ross is President, and John N. Knapp, Secretary, with a capital of \$15,000,000, divided into 150,000 shares of \$100 each.

It has been ascertained that the old express companies obtain three fourths of their business from the merchants, and the latter, therefore, see no reason why they cannot transport their own goods by their own agents with great

er economy and quite as much efficiency as the business is now done.

It is expected that the stock will be mainly held by the merchants of the country for whose benefit the Company has been organized. It has been largely subscribed for in Cincinnati, Chicago, Milwaukee, St. Louis, and other Western cities, and is now being extensively taken by the merchants in this State. The intention is to confine subscriptions to those engaged in business demanding Express accommodations. The greatest sum which any subscriber can hold is one hundred shares, and the least ten.

Two per cent. of the stock subscribed will be required at the time of the subscription, and the subsequent calls, not exceeding three per cent. at any one time, will be made at convenient intervals, as the business of the company may require; but the aggregate of all the calls to be made, it is expected, will not exceed ten per cent. of the stock subscribed.

The Company does not propose to carry the funds of banks and brokers, but will do a general Express business, including the collection and transmission of the funds of merchants and business men. This relieves it from the great hazards to which other organizations are exposed.

By the articles of the Association, stockholders are not personally liable to an amount, exceeding the amount unpaid upon stock, and no officer, agent, or employee is authorized to contract a debt against the Company except upon the written consent of the Executive Committee.—*N. Y. Tribune.*

We wish them good luck, and have no doubt but that in time, with good management, it will pay; at any rate the officers will make it pay. Merchants, especially in New York, have during the past few years realized large profit. Hence it is advisable to set up an *opposition New York*. Several places have tried, but did not make "a go of it" much. The new company will have many good wishes, but much up hill work to do.

Iron Mountain Railroad.

From the Mobile & Ohio Railroad Advertiser.

The merchants of St. Louis are now fully aroused to the importance to them of a railroad line to some point on the Lower Mississippi, where the droughts of summer and the ice in winter, shall not cut off their communication with the great Southern markets. They have held several meetings during the past month and the question has excited very great interest.

There is but little doubt that Belmont will be selected as the Southern terminus with a view to connection with the Mobile & Ohio Road; although, strong influence will be brought to bear to divert it from that route. Cairoites would be pleased to have it stop just across the river from their sunken city; and Memphis have a voice to be heard and probably some money to spare for its extension that far South. Lively little Hickman, too, is wide awake, and talks about having it connect with the railroad system of the South at that point.

Unfortunately for Cairo, such a connection which is the important one, cannot possibly be made there, and at Hickman they have only a road bed to remind them that they ever had a railroad; while, even with their road in operation, passengers must change cars, and freight be re-shipped within 20 miles of the

river in passing to or from the great cotton market which is the point of attraction.

Capitalists can readily see that it *will not* pay to run a railroad parallel to the open river south of Columbus, to which point navigation is practicable, at all seasons, for the largest steamboats, especially through a country which will afford but little local support.

These, however, are questions which were thoroughly discussed previous to the war, and the public mind has evidently decided that Belmont shall be the terminus of the road.

In the opinion of St. Louis merchants, the time for action has arrived, and they have, with their usual enthusiasm, taken the matter in hand and through their committees are arranging the preliminaries for a vigorous prosecution of the work during the coming season. The people of the South are very favorably disposed toward them and have been anxious to deal with them; but during the present winter, owing to the uncertainty as to prompt communication, an immense amount of trade has been driven to other markets where the merchants not only reap the present benefit but secure many permanent customers.

Cotton in California.

Step by step California makes her way as a manufacturing State. The following from the Oakland (Cal.) *News* announces the success of a cotton manufacturing company at that place:

"The Oakland Cotton Manufacturing Company have left at our office a piece of the first cotton sheeting ever manufactured in California. It will be a relic of interest forty or fifty years hence, when the Golden State will doubtless be dotted over with manufactures of every description. The mill in question is now running about half its looms, the balance being put in order as fast as possible. In a month 1,200 yards of cotton cloth will be turned out daily from the mill, which must as a consequence, favorably affect the market in behalf of the consumer. The proprietors prefer to sell their goods direct to traders, avoiding middle-men or commission merchants altogether. In this movement they have our best wishes, providing they give the consumer a portion of the benefits of the commission thus saved."

Of cotton as a California staple the *Julare Times* says:

"The destruction of the labor system of the former great cotton growing districts of the South, not only encourages but necessitates the cultivation of that indispensable commodity in every part of the world in which there can be found such a union of soil, climate and labor as will insure moderate crops of even an inferior article of cotton. Neither the vegetable or animal kingdom can ever furnish a substitute for an article upon which the necessities of the civilized world are so dependent.

If, with the high priced labor of California, we can produce on a given quantity of land one-half the quantity of cotton formerly produced on an equal surface in the South, the enhanced price that the commodity must henceforth command, will render it a highly profitable crop. That this can be done there is no room to doubt, judging from the limited and imperfect experiments thus far made. The objection is sometimes urged that, even if the cultivation of cotton on a scale of any

magnitude should prove successful, it would not bear transportation to the great cotton marts. The fallacy of this notion is easily demonstrated; but even if it were well founded, it is sufficiently answered in the fact that all the cotton that can be produced on this coast will be demanded for domestic manufacture and consumption.

Altogether, there is not, within the entire range of industrial enterprise, a single branch that presents more solid and rational promise of successful results than the cultivation of cotton as a California staple.

Illinois Central Railroad.

PRESIDENT'S ANNUAL REPORT.

CHICAGO, Feb. 20, 1866.

This railway, communicating between the northern and southern States, lost at the opening of the war its southern business, which had been growing up for many years. During the war our large armies were supplied to a great extent over this line, furnishing a substitute for the traffic lost. Upon the return of peace, army business was mostly discontinued, and as considerable time must elapse before the former relations between the two sections could be restored, solicitude was felt for the traffic in the interval. It may also be added, that the close of the war found the season too far advanced to admit of planting, thus leaving what the war had spared of the capital and industry of the south to a great extent unemployed. It will be perceived that these circumstances placed this railway largely upon its local resources for traffic during the past season. Notwithstanding Illinois sent to the field 200,000 men, we find that the population and area of cultivation have steadily increased, during the war, more especially on the line of this road. The gross earnings of the line for 1865 were \$7,181,208.37, against \$6,329,447.20 in 1864, being an increase of \$851,761.17. The Mobile and Ohio railway, an extension of our line from the Ohio river to the Gulf of Mexico, is hardly yet re-opened; other southern lines tributary to ours have not yet been placed in working order. When these and other old channels of trade shall have been re-opened, and the business relations of the north and south restored, we confidently expect to increase our traffic. As the season for planting approaches, we are beginning to realize strong confirmation of this. For sixty days past all the rolling stock we could spare has been used in the transportation of supplies to the south, showing that the cotton, sugar and tobacco plantations are now being reconstructed. It is demonstrable that during the war the local business of the road has been growing, and when the full volume of restored southern trade shall have been added, I can hardly perceive how we can fail to realize an increase in the aggregate.

Since our last annual report, we have earned \$7,181,208.37; received from collections in the land department, \$1,933,915.40; expended on permanent structures and increase of equipment, \$384,434.22; and for operation, \$4,509,794.43. We have paid to the State our annual tax of 7 per cent. on the gross earnings for the year ending, Oct. 31, 1865, amounting to \$496,489.84; have paid interest on the funded debt, \$810,050, and two dividends of 5 per cent. each on the capital stock, amounting to \$2,236,584.21, in addition to a stock distribution of \$10 per share, and have reduced our funded debt by the redemption

and cancellation of bonds, \$900,500. We commenced the new year with a balance of net cash assets on hand of \$703,525.25, being 550,000 in excess of the dividend of 5 per cent. declared for the first of February, 1866, and since paid, and with a stock of supplies on hand valued at \$876,478.63. The amount of bonds canceled and in the hands of the trustees, in anticipation of collections by the land department, was on the 31st of December \$2,541,300. During the past year your equipment was increased by the addition of 22 new locomotives (two more being nearly completed at our own workshops) 5 mail and baggage cars, 62 platform cars, 1 derrick car, with shop machinery and tools, to the amount of \$532,540.72; and your construction account was increased, for new iron bridges, new station buildings, engine houses, workshops, and other permanent improvements, \$21,893.50. Wherever the condition of the property or the interests of the company required it, repairs have been made to station buildings, workshops, bridges, etc. The track has received extensive repairs, and is now in better condition than for some years. The machinery and rolling stock of the road, consisting of 148 engines, 112 passenger cars, and 3,337 freight cars have received thorough and extensive repairs. They are now in good condition, and with the 22 engines added this year, are equal to a traffic of \$8,000,000 per annum.

The contracts for station service at three terminal stations, Chicago, Cairo and Dunleith, have been abrogated, and the business is now managed by salaried agents.

This company has no arrangements with any express freight lines. The only contracts of this nature are with the American and Adams Express companies, for the carrying of money and parcels. Our revenue from these two companies, from arrangements entered into on the 1st day of May last, will amount to \$180,000 per annum. The contracts are renewable yearly.

The following general statement is condensed from the reports annexed:

GENERAL FINANCIAL STATEMENT.

Jan. 1, 1865.	Dr.
To balance of net cash, assets as shown in last annual report.....	\$ 2,298,706 76
Dec. 31, 1865.	
Gross earnings in 1865.....	7,181,208 37
Net receipts of land department.....	1,933,915 40
Decrease in working supplies.....	197,198 92
Decrease in miscellaneous assets.....	128,897 79
Profit and loss, New York office.....	57,862 45
Receipts on shares for payment or past due calls, and difference in conversion of canceled bond script into shares.....	14,520 00
Amount of 6 per cent. redemption bonds, issued in exchange for 7 per cent. construction bonds.....	477,000 00
Total.....	\$12,289,309 70
Jan. 1, 1866.	
To balance brought down consisting of net cash assets in New York and Chicago.....	\$1,703,525 25
Dec. 31, 1865.	Cr.
By permanent expenditures..	
For masonry, bridging, new station buildings, etc.....	\$321,693 50
For new engines, cars, machinery and tools.....	532,540 76
	\$854,344 22
By operating expenditures.	
For maintenance of road.....	\$1,296,193 22
For maintenance of machinery.....	1,261,752 44
For train expenses.....	840,969 57
" station expenses.....	578,030 44
" general expenses, salaries, claims, and damages, etc.....	532,858 76
	\$4,599,794 34

By State tax of 7 per cent. on gross earnings for the year ending Oct. 31, 1865.....	496,489 84
By interest on funded debt....	810,030 00
By sterling exchange on coupons payable in London....	128,637 38
By dividends on shares.....	2,336,584 21
By payment of 8 per cent. bonds of 1865.....	283,000 00
By payment of options' right bond.....	1,000 00
By bond, canceled by land department collections, \$1-054,000 and premium.....	1,212,100 00
By bonds redeemed and delivered to trustees in advance of collections, in addition to those in their hands Jan. 1, 1865, being in excess of bonds paid off in 1865, over the amount canceled as above.....	\$84,500 00
Premium on same.....	14,294 37
Balance carried down.....	98,794 37
	1,703,525 25
	\$12,289,309 70

During the past year the rates of transportation did not keep pace with the increase in the cost of operating and maintaining the line, as compared with the preceding year. The appreciation in prices of labor and supplies did not reach its maximum until about the close of the war, and has not receded upon the return of peace, although an early reduction in expenses may now be expected. As compared with the previous year, our earnings have increased \$851,761.17, and operating expenditures \$1,049,055.04.

The iron originally placed in the track was of a very excellent quality, but the time had arrived when large renewals had to be made, and hence, during the past year, the expenditures on this account charged to operation were greatly in excess of previous years. There were 6,578 tons of iron used in repairs of track in 1865, casting, with ties, chairs, other materials and labor, \$1,216,952.86, against 3,477 tons, at a cost of \$794,569.77 in 1864, showing an increase in 1865 of 3,100 tons, at a cost of \$422,383.09 over 1864. There were also extraordinary expenditures in the machinery department, amounting to \$140,000, caused by inability, on account of pressure of business, to make the needful repairs in the preceding year. This excess for iron, repairs of machinery, and other extraordinary expenditures, amount to \$575,000, after deducting the credit referred to by the general superintendent. Deducting this amount from the operation expenditures, and excluding therefrom the State tax, which in the above statement of account is treated as a separate item, the amount of operation expenditures in 1865 is \$3,934,794.43, or \$475,055.04 in excess of 1864, and the amount of net earnings \$3,246,413.94, or \$377,706.13 in excess of 1864. For further details of the operations of the transportation department, I refer you to the report of the general superintendent, and accompanying statements.

The report of the land commissioner shows that the sales were made to 2,364 purchasers, of 155,056.82 acres, at an average of \$12.07 per acre, for \$1,872,309.52, the average price per acre being \$1.11 more than in 1864. Our rule now is to require the payment of one-fourth down on all sales made, and to sell only to actual settlers. The total obligations now held by the company, upon most of which partial payments have been made, leaving a balance of \$8,785,035.25, are good and will be paid. There were 998,069.36 acres of land remaining unsold at the close of the year. During the past year the sales of land in the southern part of the state were much larger than in previous years, owing to the culture of cotton, tobacco and other southern products, which promises to enable us to dis-

pose of large tracts of land hitherto comparatively unsaleable. I believe this has been the most successful land enterprise ever organized in this country. While others have been regarded as monopolies and have met with strong public opposition, this, having been conducted on principles of uniform justice and good faith, has been free from local jealousies and discontent. No purchaser, being an actual settler upon the land, has lost his home through rigorous and harsh treatment on the part of the company. Where indulgence has been deserved, it has been extended to meet the necessities of the farmer. For further details of the operations of this department, I refer you to the report of the land commissioner, and accompanying statements.

During the past eight years the debt of the company has been materially reduced. In December, 1858, you had, in round numbers, \$19,500,000 of debt; now you have \$12,300,000. The share capital was then held by about 900 shareholders, and now by 1,450.

The annual meeting of the shareholders will be held in Chicago on Wednesday, the 30th day of May next. The term of service of three directors will expire on that date.

[Signed] JOHN M. DOUGLAS, Pres't.

THE EARNINGS.

A detailed statement of the earnings of the road is obtained from the general superintendent's report, as follows:

	Total earnings 1865.	Total earnings 1864.	Increase in 1865.
Freight.....	\$4,241,172 19	\$3,853,807 72	\$367,364 47
Passengers.....	2,722,262 32	2,360,398 55	361,863 77
Ex. baggage.....	4,198 13	4,037 75	160 38
Mails.....	74,392 52	75,346 26	.....
Express.....	134,857 81	49,757 58	85,100 23
Rents.....	14,491 39	.....	14,491 39
Rent of road.....	57,747 70	59,559 78	.....
Rent of Engine and cars.....	2,511 36	.....	2,511 36
Storage and dockage.....	12,376 88	127 06	12,249 82
Total.....	\$7,364,010 30	\$6,403,034 70	\$860,975 60

Showing an increase over 1864 of \$860,975.60, or 13.45-100 per cent. The net earnings for the year are \$2,754,215.87 a decrease of \$188,079.54, or 6.4-10 per cent. from 1864.

The operating expenses for the year amounted to \$4,509,794.43.

ROLLING STOCK.

The following is an enumeration of the number and class of cars owned by the company Dec. 31, 1865:

Freight cars—House cars, 2,110; stock cars, 50; platform cars, 534; platform cars, with gondola bodies, 307; platform cars with rack bodies, 23; eight-wheeled coal cars, 11; gondola cars, 300; powder cars, 2. Total, 3,336.

Passenger Cars—First-class passenger cars, 69; officers' car, 1; pay car, 1; baggage, mail and express cars, 34; sleeping cars, 7. Total, 112.

Locomotive—148.

Other Cars—Derrick, 4; wrecking, 3; tank, 3; snow-plows, 14. Total, 24.

Grand total, 3,623.

The *Tidoute Chronicle* reports oil struck at the mouth of Tionesta Creek, at the depth of one thousand feet.

Parties from Marietta, Ohio, have gone to Nashville to establish an oil refinery.

The Concord Railroad Frauds—A Hint to Railroad Managers.

[Correspondence Boston Advertiser.]

The Concord corporation need not plume themselves on the prompt "working up" of a suddenly discovered case of unmitigated rascality on the part of their employees in a particular branch of their business. By their own conduct and management they have induced or encouraged this astounding depletion of their treasury. They have seen, year after year, men come into their service as conductors who presented no evidence that they were worth a shilling. They have paid these men, who necessarily made their homes either in this city, Nashua or Manchester, the scanty pittance of \$700 or \$800 per annum. They have seen these men, with few exceptions adhere like leeches to their profitable (?) places, whilst from some unknown source of gain they have donned diamond pins, sported unrivalled chronometers and repeaters, owned and driven 2-40 horses harnessed to finished phaetons, and erected palatial mansions in the city flanked by splendid farms in the country. They have seen some of their conductors acquiring shares in their own roads to a large amount. All this has transpired under the eyes of successive boards of directors, and no intelligent man, be he director or stockholder, could doubt for a moment the true character of these rapidly acquired fortunes. It has been common talk in all circles that conductors on this road are expected to "feather their nests."

Albany Bridge.

The extreme length of the bridge from where it leaves the track of the Hudson River Railroad on the east side of the river to where it touches the track of the New York Central Railroad on the west side, is 4,800 feet, or nearly a mile. Its height from high water mark is 30 feet. The height of the tower over the draw from high water mark is 90 feet. The draw consists of two spans one hundred and ten feet each, and when quarter open, two vessels of the largest size can pass through at the same time.

The entire bridge rests upon 20 abutments. They are firmly constructed of limestone, one stone being anchored securely to the other by means of iron bolts. The north side of them are in a form of a V, being made so in order to break the force of the heavy blows of fields of ice floating southward on the breaking up of the Hudson every spring.

Four of the spans supported by abutments, are 172 feet each, 14 of them 72 feet each, and the other two composing the draw 110 feet each. Over 2,000,000 feet of timber were used in the work, 2,000 ties and 100 tons of cast iron.

Thus ends a thirty years contest between the cities of Troy and Albany. Troy had a bridge, and generally for three days in a year, it was safe to cross the river at Troy and not at Albany. The Trojans, twenty-five years ago, offered to the Legislature to tear down their bridge rather than consent to one being built at Albany, but the uniting of the railroad interests has settled this grave dispute. Locally, it is not of any material interest to Albany, but to the railroads owning it, there can be no doubt it is of vast importance.

Journal of Railroad Law.

In the case of George H. McIntyre vs. New York Central Railroad Company, the Court decided that where a passenger upon a railroad, a female, being ordered by an officer of the train, while the cars were in motion, in a dark and rainy night, to pass forward, in attempting to step from one car into another, fell between the cars and was instantly killed; the deceased was not so clearly guilty of negligence as to warrant the taking of the case from the jury on that ground. It was also decided that where in such an action there is no proof showing that the services of the deceased might have been of some value to her next of kin, a non-suit should not be directed. As the statute gives a right of action in such a case, nominal damages at least should be given, if such right is established at the trial.

The action was brought under the statute (Laws of 1847, p. 575, ch 450,) to recover for the death of Mrs. Knight, the plaintiff's intestate, occasioned by the negligence of the defendant's employees, upon its cars in November 1859. The facts of the case are substantially as follows:

On the 14th of November, 1859, Mrs Knight, in company with her father, started from Rutland, Vermont, on their way West. They took the defendant's cars at Schenectady, and proceeded safely until they reached Syracuse. At Syracuse, the car in which they were seated was detached from the train, and they were ordered forward into the next car. They had just time to get into the next car forward when the train started. The car which they entered was very full, and they could find no seats. After the cars started, an officer of the train, probably a brakeman, came in and ordered the standing passengers to pass forward, saying that there were plenty of seats forward. Mrs. Knight, her father and others followed him, and in passing from the platform of one car to the platform of another, Mrs. Knight fell between the cars and was instantly killed. It was dark, and had been raining and freezing; the train had been moving so long, at the time the order was given to go forward, that it was then in very rapid motion. The deceased was about 45-48 years of age, a widow, and has three children living. She was a seamstress, and earned some money over and above her maintenance. The children of Mrs. Knight are all grown up. At the close of the plaintiff's case the defendant made a motion for a non-suit upon the grounds:

1st. That the plaintiff's intestate was guilty of negligence.

2d. The plaintiff had failed to show pecuniary damage to the next of kin.

3d. The plaintiff had failed to show any negligence on the part of the defendant.

The motion was granted, and the judge refused to submit the case to the jury.

To this the plaintiff excepted, and the exceptions were ordered to be heard at the general term, in the first instance.

By the Court, E. DARWIN SMITH, J.—The non-suit was granted in this action upon one or more of three grounds, but upon which one, the case does not state. I shall therefore consider them in the order in which they occur. The first grounds is that the "plaintiff's intestate was guilty of negligence."

I do not think that she was so clearly guilty of negligence as to warrant the taking of the case from the jury on this ground. She was ordered, as several witnesses testify, by one of the officers or persons in charge of the train, who spoke in a very authoritative manner to leave the car in which she was standing, and

proceed to the forward car. No seat had been furnished her in the car where she then was, and it could hardly be expected that she should remain standing during the journey. Being a woman, and traveling with a very old man as an escort, she would naturally obey the commands of a person belonging to the road, and could hardly be called negligent in so doing.

There was evidence I think sufficient to take the case to the jury, upon the question whether the death of the intestate was caused by the defendants' negligence. The defendant was clearly responsible for the acts of the person in charge of the train, by whose direction the intestate attempted to pass from one car to another. The non-suit I presume was granted upon the remaining ground, that the plaintiff failed to show pecuniary damages to the next of kin. There is some proof on this point, showing that the services of the decedent might have been of some value; certainly as much as there was in the case of *Oldfield vs. New York & Harlem R. R. Co.*, (14 N. Y. Rep., 310,) where the deceased was a child of six or seven years of age, whose services could have been but of small pecuniary value to her parents. But the Court of Appeals have decided this question in the above cited case, where Judge Wright, (p. 314,) amongst other things, says that the "nominal damages, at least, were recoverable;" and Judge Comstock in the same case, at (p. 230,) says, "that without any special proof of pecuniary loss, nominal damages at least could be recovered." In the case of *Quin, Adm'r vs. Moore*, 15 N. Y. Rep., Judge Comstock, in a case arising under the same statute, says (p. 434:) "It may be added that, as the statute expressly gives the right of action, nominal damages, at least, could be recovered." It is quite clear that if a right of action was established at the time, nominal damages at least, should have been given. So far therefore, as this question is concerned, the non-suit was erroneously granted.

But it is argued that this Court will not grant a new trial when the plaintiff is only entitled to recover nominal damages. (*Hopkins vs. Grinnell*, 28 Barb., 536, *John Cas.* 267, 2 Cowen, 479.) The cases in which this rule has been so stated put the refusal to grant the new trial upon the express ground that the plaintiff could in no event recover anything but nominal damages. Some cases assert that this rule cannot be applied when the question is presented upon acceptances or upon error in Superior Court of review. In *Herwick vs. Stoner*, (5 Wend., 584,) Judge Marcy said, he had always supposed that the party who had been affected by an error, be the extent of the injury ever so small, "it can require of us, *ex debito justitiae* to correct it." The question is presented in this case upon acceptances. The plaintiff's counsel asked to go to the jury, and the judge refused to submit the case to the jury, and the plaintiff's counsel duly excepted.

I think the rule was correctly stated in the opinion of my brother Welles, in *Hopkins vs. Grinnell*, when he asserts the rule to be, that where it is apparent from the whole case that the plaintiff can in no event recover anything but nominal damages, a new trial should not be granted. But in this case the jury would not I think have been limited to mere nominal damages. If they had given damages for an amount sufficient to entitle the plaintiff to recover full costs or a larger amount within reasonable limits, the Court, I think, would not have set aside the verdict. The deceased was a woman from 45 to 50 years of age. She had 3 grown up children, and her life obviously

could not have been in a pecuniary sense very valuable to her children, all of whom were settled in life and capable of supporting them selves. She probably could have done little more for the residue of her life than support herself by her personal efforts and industry; but this was a question for the jury.

She was killed near Syracuse in this State, and her home was with her daughter in Springfield, Pennsylvania. If the jury had found a verdict, as I think they might have done, for an amount that would have indemnified her children for the expenses attending the preserving and removal of her remains to her former home, and her burial and incidental expenses, I think we could not have set it aside. At least I do not think we can say, as matter of law, that a jury may not give over six cents damages. I cannot see in such case, upon what principle any considerable amount of damages could be given; but is perhaps hardly in order to discuss that question now, if we hold, as I think we must, that the jury is not limited in such a case to mere nominal damages. I think there should be a new trial all costs to abide the event.

New trial granted.

Car Wheels.

In nothing is the traveling public more interested than the safety of car wheels, and the best mode of producing a car wheel which will be the most secure from accident, is a subject of vital interest to every railroad management. Many of the worst accidents occur from breaking of the flange of the car wheel, and which if made of cast iron is always liable to break. Wrought iron which is undoubtedly the best has never to any considerable extent been used in this country. Next to that, should be strictly cold blast charcoal iron remelted only in a Reverberatory Furnace. No good car wheel can be made from iron remelted in a Cupola Furnace. In all cases the iron if of good quality will degenerate and assume all the appearances, qualities and tenacity of common anthracite iron, if used in a Cupola Furnace bring in contact with the coal the same as in an anthracite blast furnace, the melted iron carrying with it the sulphur and other impurities of the coal which co-mingles with the fluid iron, besides the unequal melting of hard or soft pig will not produce a uniform casting from the same heat or melt.

Iron remelted in a Reverberatory Furnace, does not come in contact with the coal, and is collected in a common pool before casting commences, when it becomes thoroughly mixed, before casting or pouring commences. It is by the process of remelting increased in tensile strength many thousand pounds to the square inch, while by the cupola process of remelting it loses in tensile strength many thousand pounds to the square inch.

The cupola mode is the cheapest, and hence the desire to have cheap wheels has let to this almost universal mode of producing car wheels upon which the safety of railway trains and of the life of travelers so much depends.

—*Amer. R. R. Journal*

SARATOGA & HUDSON RIVER RAILROAD.—The new railroad between Athens and Schenectady, which has been in the course of construction, is now completed and ready for business on the opening of navigation. It is thirty-eight miles in length from where it leaves the New-York Central track two miles east of Schenectady to its terminus one mile north of Athens, on the west bank of the Hudson River

Down on the Narrow Gauge.

The New York *Citizen*, rather crustily discussing the subject of public habits and morals, thus alludes to our present system of railway travel: "The railways of the country are at present doing a vast deal to make a ruffianly public. They make it a penalty to spend more than fifteen minutes at dinner, and so teach the omnivorous habits of the Pagoda Hen, which digested the diamond in five minutes. We shall have liver complaint for a sixth race after a while. The railways, besides, by their miserable chairs and insufficient spaces for the knees and feet, provoke the free use of cushions for dirty boots and of the aisles for spittoons. The man who passes and repasses the continent from east to west over the Erie, and Atlantic and Great Western Railway where he can sit like a human being without cramp, or dust, or draught, and take his meals in pleasure, will never again submit to the infliction of a four-and-a-half gauge, with its equally narrow bowdions of digestion and enjoyment.

RAILROAD ITEMS.

RAILROAD ACCIDENTS AND VERDICTS IN ENGLAND.—The number of railway disasters in England last year was greater than usual, and many heavy verdicts were given in favor of persons who received severe injuries. The Southwestern Railway Company were "cast" in very heavy damages in several cases, especially those arising out of the Staplehurst accident. In one of these for the loss of a husband, leaving two children—the damages were £7,000 (\$35,000)—£4,000 for the widow and £1,500 for each of the children. In four other of these Staplehurst cases the verdicts were personal injuries, £3,500, £2,000, £1,500 and £550, making altogether £14,550. Other claims for losses by death, and personal injuries caused by this terrible accident were compromised by payment of some very large sums, varying in amount, but making a total, with the sums recovered by the verdicts above mentioned, of about £50,000.

The Northwestern Company were defendants in eight actions which were brought to trial. In one, a verdict was given for the company; in another, the plaintiff was non-suited. In the six others, verdicts were found for £1,250, £350, £200 and £200, also £100 for the loss of a wife. Against the Great Northern there were three actions for personal injuries, in one of which the damages awarded were £4,720; in the other two, £500 and £175 were given. The Lancashire, and Yorkshire Company had nine actions against them for personal injuries. The verdicts were, respectively, for £3,000, £1,250, £1,200, £700, £200, £200, £180, £150 and £170.

The Reno Oil and Land Company have perfected its organization, now offers its stock for sale. It differs from other stock companies by the return of the capital being guaranteed to the stockholders at any time they prefer the money to the stock.

One hundred dollars for every share of guaranteed stock is placed in the hands of the Hon. John J. Cisco and the Hon. Denning Duer, as trustees, and is by them deposited with the United States Treasurer, or invested in United States stocks, and held for the purpose named. The Hon. Galasha A. Grow is President, and its directors, as will be seen by its advertisement elsewhere, are gentlemen of character and capital.

CAIRO & ST. LOUIS RAILROAD.—At a late meeting on 'Change in Cairo, the Hon. S. J. Taylor submitted a verbal report in regard to the Cairo & St. Louis railroad, giving the expense incurred in the preliminary survey of the road and locating the same as follows: Whole cost of survey, \$7,958 18; whole amount collected, \$2,862; cash on hand, \$127.50; amount to be raised, \$4,968 68. A petition, requesting the County Court of Alexander county to order an election, to determine the wishes of the citizens of the county as to subscription by the Court of \$100,000 to the capital stock of the railroad company, was submitted and numerously signed. A committee was appointed to report at a future meeting the practicability of obtaining a loan of \$200,000 from the city of Cairo to aid in the enterprise.

The Boston *Transcript* says that a survey for a railroad around and over the Hoosac Mountain has been completed, and estimates made by which it is computed that instead of tunneling the mountain, the State may relinquish the Tunnel to the Troy and Greenfield Company, and proceed to build the new road for a much less amount of money than has already been sunk in the bore. It is said that the road over the mountain could be completed within a year. The plan contemplates going nearly to the top of the mountain, and then by switches making a detour of five miles.

The bill granting land to aid in the construction of a railroad from Springfield, Mo., to the Pacific coast and incorporating the Atlantic and Pacific Railroad Company, has passed the U. S. Senate. The capital stock consists of one million shares of \$100 each, ten per cent. cash payment to be made at the time of subscription. The road is to be built of American iron, of uniform gauge. The construction is to be commenced within two years, the whole to be completed by July 4, 1878. Unless one million dollars shall be subscribed within two years the act to be null and void.

COVINGTON & OHIO RAILROAD.—A bill authorizing the construction of this road has passed the Legislatures of Virginia and West Virginia in substantially the same form, and a commission from each State been appointed with authority to negotiate with capitalists for its construction. This is one of the important connections in which Cincinnati is directly interested, and to which the attention of her business men should be drawn. We deem it of the most vital importance (second only to a direct connection with Knoxville) to Cincinnati, that the trade of the region through which this road will run should be drawn here by connecting links.

The citizens of Chattanooga held a meeting on the 8th inst., and appointed a committee to visit Cincinnati for the purpose of urging the claims of Cincinnati as the southern terminus of the proposed Southern Railroad. At this meeting a vote was taken and carried unanimously in favor of levying a tax of \$200,000 on the citizens of Chattanooga and Hamilton County, (Tennessee) to aid in the construction of the road.

The receipts from Customs at New Orleans for January were \$667,428 98, against New York, \$12,441,391 31; Boston, \$1,014,632 87; Philadelphia, \$508,613 78; Baltimore, \$264,770 64. New Orleans is thus the third city in importance in the Union.

Israel W. Raymond, as assignee of Sir Charles Fox, of London, has just recovered \$4,161, from the Chicago & Great Eastern Railroad, in the New York Courts, for breach of contract. Mr. Fox having been employed in 1858 as Consulting Engineer of the Company in their transactions in England, and was summarily dismissed in the middle of the year. He claimed that he should have had six months notice of dismissal, and the Court gave a verdict for full amount.

A man at the East, anxious to know if coal could not be afforded at cheaper rates than what it was selling at in New York, visited the mines in Pennsylvania, and now publishes the result in the *World*. To mine one ton of coal it costs 55 cents: a royalty of 14.4 cents is paid to the owner of the mine; for transportation to the canal 21 cents; freight to New York \$1.50, and Government tax and weighing, \$2. The total cost of a ton (2,240 lbs.) of coal at New York is \$4.70. The retail price of a ton (2,000 lbs) is \$12.50.

NORTHERN (ILLINOIS) RAILWAY.—The following gentlemen have been elected directors of this company for the ensuing year: J. A. Sleeper, L. L. Cond, Merrill Ladd, Henry T. Fuller, Cornelius Price, E. H. Mason, George Strong, S. C. Tuckerman, Darwin Andrews, G. A. Tomson, D. W. Dame, E. P. Barton, and A. B. Partridge. G. A. Tomson, of Racine, Wis. was elected President, and Merrill Ladd, of Chicago, Secretary and Treasurer.

The New York *Commercial* states, it is reported that the New York & Erie Railroad Company have recently reduced their expenses, by discharging 1500 employes along the line of their road, out of 15,000. Of this number 300 are said to have been employed at the workshops and depots in Jersey City.

The exports of railway iron from England during 1865 show a reasonable increase over those of the preceding year. The total value was over \$18,000,000. The increased demand proceeded from British India.

Workmen have commenced laying the track of the Leavenworth branch of the Union Pacific Railroad, at the junction, three miles east of Lawrence. The contractors have completed arrangements by which they can lay about half a mile a day until the road is finished.

The project of constructing a railroad from Hartford, Conn., to Middletown, is again agitated, and surveyors are now at work on the route. It is designed to run parallel to the river bank as far as practicable.

The Iowa Legislature have memorialized Congress for a grant of lands to aid in the construction of the Iowa & Missouri State Line R. R., which commences at Farmington in Van Buren Co., and designs running west to the Missouri river.

The Warsaw (Ills.) Record says, the contract to build the Warsaw division of the T. P. & W. R. R. to the crossing of the C. B. & Q. R. R. at Bushnell, a distance of 40 miles has been taken by parties in that city.

Work upon the Council Bluffs & St. Joseph railroad is being pushed rapidly forward. The ties are all ready for delivering, and the grading will be done by the middle of summer.

A bill has passed the Wisconsin Legislature to authorize the towns on the line of the Prairie du Chien & La Crosse Railroad, to aid in its construction. Also to authorize Milwaukee & Prairie du Chien railway to hold property in other States.

The track of the new railroad line between Fall River and Braintree (formerly the Dighton & Somerset road) is nearly completed. The line crosses the track of the New Bedford & Taunton railway a short distance northerly of the Weir station.

The arrangements by which the Jeffersonville and Madison railroads, in Indiana, are consolidated under one directory, went into effect on the 5th.

The suspension bridge across the Alleghany River, at Oil City, is to be completed by the first of September next.

The New York Central Railroad Company are burning peat for fuel on some of their locomotives.

A recent survey of the route of the proposed railroad between Manchester and Keene, N. H., shows the entire length to be built is 46 miles, and the estimated cost \$1,500,000.

The North Missouri Railroad Company of St. Louis, propose to extend their road from Macon City, Brunswick, a distance of 93 miles, for which they invite proposals, including bridges, &c.

D. C. Coolman, Esq., has been appointed Chief Resident Engineer of the Atlantic & Great Western Railway, headquarters at Meadville, Pa.

The Delaware & Raritan Canal was opened on the 15th inst.

Pilot Knob, Cape Girardeau & Belmont Railroad.

The following gentlemen were the other day elected directors of this contemplated railroad designed to connect St. Louis with the Southern railroads.

T. B. English, Henry Bruhl, H. H. M. Williams, John J. Miller, of Cape Girardeau Co., John Ivers Jr., George H. Cramer, Michael Dittlinger, Joseph Lansmon, John Albert, of Cape Girardeau City, Reuben Smith, Grandison Sample, of Bollinger County, John M. Gholson, David Rhodes, of Madison.

MONETARY AND COMMERCIAL.

The demand for money has not been so urgent as for some time previously, although the market is still decidedly close, and the offerings are very closely scrutinized, bankers showing but little disposition to extend their line of discounts. Since our last week's issue the gold market has continued its downward tendency, seriously unsettling the general markets. The range for the week has been—

	Opening.	Highest.	Lowest.	Closing.
March 13.....	129½	130½	129½	130
" 14.....	130½	131½	130½	130½
" 15.....	131	131½	130½	131½
" 16.....	131	131	130½	131½
" 17.....	130½	130½	129½	129½
" 18.....	129½	129½	127½	127½
" 19.....	129½	129½	127½	127½
" 20.....	128½	128½	127½	127½
" 21.....	.....	.....	.....	128½

Exchange is in demand in excess of the supply, and rates are fair. The usual quotations are:

	Buying.	Selling.
N. Y. Exchange.....	50@75 prem.	1-10 prem.
Philadelphia.....	50@75 prem.	1-10 prem.
Boston.....	50@75 prem.	1-10 prem.
Gold.....	127½@127¾	128½@128¾
Silver.....	118@120	122

The packing season having now entirely closed, we give the following highly interesting comparative statement from the *Commercial*, of this important business for a series of years.

	No. Hogs packed.	Average weight.	Av. yield of Lard.
1865-66.....	1,653,474	231 3-10 lbs.	31 1-17 lbs.
1864-65.....	2,451,619	195 3-16 lbs.	24 1-9 lbs.
1863-64.....	3,261,105	188 26-29 lbs.	22 1-7 lbs.
1862-63.....	4,084,582	223½ lbs.	27 lbs.
1861-62.....	2,893,733	231 5-14 lbs.	34 lbs.
1860-61.....	2,872,666	220.80 lbs.	31 lbs.
1859-60.....	2,354,645	194.28 lbs.	28 lbs.

The prices of leading articles of the Hog product at this point, on or near this date each of the seasons named, compare as follows:

	Mess Pork.	Lard.	Bulk Shoulders.	Bulk Sides.	No. price of Hogs Season.
March 21.					
1860.....	\$17 25	10½c	6½c	8½c	\$ 6 21½
1861.....	16 75	9c	6c	8½c	5 97
1862.....	11	7c	7c	4½c	3 28 4-5
1863.....	11 25	10½c	4½c	5½c	4 45
1864.....	22	12½c	8½c	9½c	7 00½
1865.....	27	18½c	12c	14c	14 62½
1866.....	26	18½c	10c	13c	11 96½

It is to be remarked that the quotations for 1860-61-62 were at gold value—those since at a premium in New York of 54c for 1863, 63c for 1864, 54c for 1865, and 28½ for 1866.

The condition of the New York money and stock markets is shown by the following from the *Tribune*.

Money on call is offered freely at 5@6 per cent. among brokers. Prime commercial paper passes at 7@7½ per cent; good at 8@9; and ordinary at 10@15 per cent.

Government stocks are without special change on the 6 per cent, gold-bearing issues. The 7-30s sold at 99½ for all the issues. The 10-40s fell off ¾ per cent. Border state stocks were higher. The general share market was active and some stocks much excited, Rock Island selling as high as 115, an advance of 6 per cent. Michigan Southern was strong at 81½@81½, and there was a good demand for Cleveland and Pittsburg. Erie was not specially strong, the earnings of February showing a decline instead of the predicted advance. Reading was in special demand, selling as high as 103. At the Second Board Hudson River was quoted 108@108½; Michigan Central, 104; North-Western Preferred, 55½@55½; and Rock Island, 113½@113½. Cleveland and Pittsburg and Michigan Southern are both firmer and higher; Canton, 47½@47½; Cumberland Coal, 44½@44½; New York Central, 93½@93½; Erie, 82½@82½; Hudson River, 108@108½; Reading, 103@103½; Michigan Southern, 81½@81½; Cleveland and Pittsburg, 81½@81½; Rock Island, 114½@114; North-Western, 27½@28; North Western Preferred, 55½@55½; Fort Wayne, 92½@92½.

PACIFIC OIL WORKS COMP'Y,

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CINCINNATI, O.

Refiners and Manufacturers of

BENZINE, CARBON & HEAD LIGHT

OILS,

Railroad & Machinery Oil.

SUPPLY AGENTS, MASTER MACHINISTS, AND others, are invited to examine our stock of Oils before purchasing elsewhere. Send for samples, and test thoroughly before buying. These Oils are warranted perfectly free of grit or acid. For economy, purity, durability, and cheapness, they are unequalled. Attention is called to a superior

Head Light Oil,

Which is branded to stand a fire test of over one hundred and fifty degrees. This will burn longer than any other oil. It engenders less crust on the wick. Will not congeal in the coldest weather. Gives greater brilliancy of flame, and has unqualified safety.

PACIFIC OIL WORKS CO.

No. 50, 52, & 54 West Front St., Cincinnati, O.

17 Mar. 1.

CINCINNATI

LOCOMOTIVE WORKS.



ROBERT MOORE & SONS,

Manufacturers of

LOCOMOTIVES,

MARINE AND STATIONARY ENGINES, IRON AND BRASS CASTINGS, BOILERS, TANKS, ETC.

Also,

Repair and Rebuild Locomotives.

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17.

WRIGHTSON & CO.

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Silver Lead Lands,

FOR SALE BY

WRIGHTSON & CO.,

167 Walnut Street, Cincinnati, Ohio.

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IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,

myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M. Arrive at Cincinnati.....6:30 A. M., and 7:30 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains. If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent.

E. F. FULLER, General Ticket Agent.

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VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

WRIGHTSON & CO.

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CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

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Oil Land Leases

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NEAR THE

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H. P. Clough, Freight Agent, No. 80 West Fourth St.

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and Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front &
Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third &
Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third
and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Build-
ing, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp.
Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St.
Depot.

E. Clark, Local Freight Agent, East Front St. Depot.

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and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

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—Kellogg, Contracting Agent, Vine St. under Burnett
House.
H. J. Page, General Freight Agent, at Chicago.

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T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent.

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Ex-
change.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants
Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Mercha
Exchange.

G. G. Cooke, Local Passenger Agent, No. 4 Merchants
Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne
House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

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Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

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1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:45 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:44 "	4:29 "	
GALLION.....	4:55 "	5:25 "	
MANSFIELD.....	5:45 "	6:30 "	
AKRON.....	8:32 "	9:30 "	
RAVENNA.....	9:25 "	10:15 "	
LEAVITTSBURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:05 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:30 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	5:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts, Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the
Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri
over the Road pleasant and comfortable to the Passenger.

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CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton
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and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

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Passenger Depot in New-York, foot of Liberty street, and
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necting at Hampton Jkction with Delaware, Lackawanna
and Western Railroad, and at Easton with Lehigh Valley
Railroad and its connections, forming a direct line to Pitts-
burgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun
days, when one evening Train.

Sixty miles and Two Hours saved by this line to
Chicago, Cincinnati, St. Louis, etc., with but one change
of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m. for Easton, Mauch Chunk, Williamsport,
Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

Mail Train—At 8:00 a. m. for Flemington, Eaton
Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston
Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great
Bend, Allentown, Reading, Harrisburg, Pittsburg, and
the West, with but one change of cars to Cincinnati or
Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:20 and 11:00 p. m. for
Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk,
Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem,
Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton,
Allentown, Reading, Harrisburg, Pittsburg, and the West.
Sleeping cars through from Jersey City to Pittsburg every
evening.

ELIZABETHPORT and NEW-YORK FERRY.—Leave New-
York from Pier No. 2, North River, at 5:00 p. m. Boats
stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the
Central Railroad Company, foot of Liberty street, N. B., at
No. 1 Astor House, at Nos. 271 and 526 Broadway, and at
the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh
street and Fourth Avenue. Entrance on Twenty-Seventh
street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 11:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:15; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30
p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.
3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30
p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30;
6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30;
11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.)
8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.);
3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15
p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00
(Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad,
at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.;
4:30 p. m.

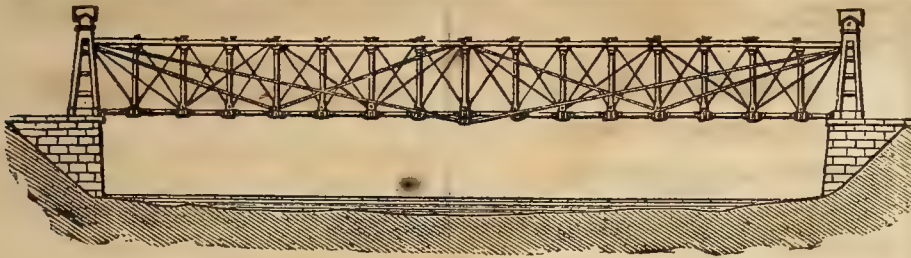
Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also
connecting with the North and West, leave Twenty-Sixth
Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's
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from the residence to all points on this road and its
connections.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE.

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

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M. W. BALDWIN & CO.

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Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
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(Successor to Geo. W. Sheppard.)

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MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

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Of every description.

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ALBERT BRIDGES.

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BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

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MANUFACTURE

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FOR

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ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
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MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

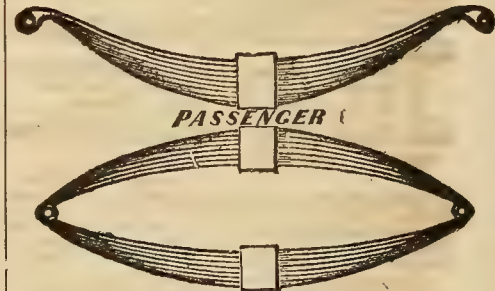
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and makes calls

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for **SPEED, SECURITY AND COMFORT**, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the *recent Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail and Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

Sleeping Cars by Night Express Train.
The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City..	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville....	5 00 P. M.	12 50 P. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 50 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays.
Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,
Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

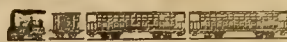
	Depart.	Arrive.
Louisville, St. Louis and Cairo	7:20 A. M.	8:00 A. M.
Mail.....	7:50 P. M.	11:00 P. M.
St. Louis, Cairo, & Louisville....	3:45 P. M.	1:50 P. M.
Louisville, Special Train.....		
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

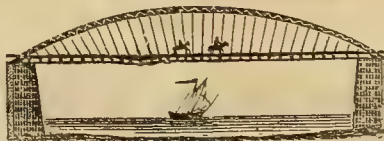
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President,
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1½ to 24 inches in diameter, and branches for same. &c.,

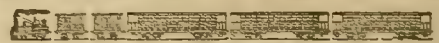
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,
THOS. TASKER, JR.,
HY. G. MORRIS.

CHAS. WHEELER
S. P. M. TASKER

Philadelphia, Wilmington & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted). 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.44 P. M. (Express).
On Sundays, 10.24 P. M.

Through connections made for all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

Editors

CINCINNATI:
THURSDAY, APRIL 5, 1866

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING.

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail.....	9:00 A. M.	6:20 A. M.
Milford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail.....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail.....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	9:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Cincinnati, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Cincinnati, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:30 A. M.

Death of M. D. Potter.

For some time the health of Mr. POTTER has been declining, so much so as to create much alarm among his personal friends as to the final result. Last fall, upon the advice of his physicians, he made a trip to Cuba, in the hope that it might produce a reaction in his system and again restore him to health and vigor. But alas! it was too late; no change of air, or relaxation from cares could restore to working order the machinery of life, prematurely worn out by that intensity of application that was bestowed by M. D. POTTER on the *Cincinnati Daily Commercial*. Had this course been adopted a few years earlier, it is probable that it would have had the desired effect; the brittle thread was stretched to its utmost tension, scarce a fibre remained unbroken, till it fell apart of its own weight. The event was not unlooked for by his friends, for all could readily see the rapid strides of the great conqueror, but it seemed to come at last in a sudden and as it were almost unexpected manner, so that a sad gloom, that was difficult to repress or overcome, fell upon his numerous friends.

Of his early history and after life, the *Times* says:

"Mr. Potter was born on the 27th of November, 1819, of poor parents, residing in Clinton county, Ohio, and was forty-six years, four months and seven days old at the time of his death. His father died when he was a child, and his early life was passed under all the disadvantages of orphanage.

His mother resided for some time in Vicksburg, Mississippi, and her son went into the office of the Jackson Mississippian, where he learned the printer's trade under the care of Hon. H. S. Foote. About twenty-two years ago, after being married, he moved to Cincinnati, and resided, for a time, on the river road. About two years after, he went as book keeper, into the office of the Commercial, then owned by Curtiss & Brown. He at once created order out of business confusion by introducing the accuracy of regular book keeping; and he had been in that situation but a few weeks when his word became the law of the office in all business matters. Soon he purchased the interest of Mr. Brown, and then Curtiss & Potter became the proprietors of the concern. On the death of Mr. Curtiss, Mr. Potter purchased the interest of the heirs of Mr. Curtiss and became the sole proprietor. Subsequently he sold a portion to Richard Henry Lee, of Maysville, Kentucky, and on the death of Mr. Lee, in 1864, Mr. Potter took back the share of the deceased and once more was the only owner. He then adopted the plan of attaching some faithful men to the office by selling them shares in the concern. No other changes were made in the proprietary department down to the time of his death."

Of his assiduity and devotion to business, the *Times* further remarks:

"Day and night he watched the object of his pride, and there he remained, with scarcely a day's intermission, till 3 o'clock every morning, when the paper was put to press. Not a line went into its columns without his supervision in the proof sheets."

The Present State of Agriculture.

It is known that the Government of the United States, at the solicitation of divers Agricultural Societies, has granted 600,000 acres of land to the State of Ohio (and in the same proportion to other States) for the purpose of founding Agricultural Colleges. If this land is judiciously disposed of, and the funds put at interest, and time taken to manage it well, it will produce a million of dollars. But there is no present prospect that it will ever produce one-third of it. The land will probably be sold in scrip at half what it is worth. The money will then be flittered away among half a dozen petty colleges; and if it ever does come to anything valuable or useful, it will be quite extraordinary. But, we will imagine, that this grant is well cared for, and that a large and prosperous Agricultural College is the result. The question then arises, *cui bono?* What practical good will arise from it? This brings us to quite an interesting question; what is the present state of agriculture in this country; and how does it compare with that of Europe? Mr. Klippart, Secretary of the Ohio State Agricultural Society, made a speech on his return from a recent tour of Europe, in which he stated some interesting facts. In describing Agricultural Colleges, he states, we believe, that there are about 150 Agricultural Colleges in Germany; but has not noticed any of those, if any such exist, elsewhere. Germany, therefore, has the full benefit of Institutions. Is Germany the best cultivated part of Europe? We are under the impression that it is not.

We have the means of making comparisons from German Statistics of thirty years since, and the state of agriculture has not materially changed in that time. The following are the comparisons of the total quantity of arable land, and the total number of bushels of grain produced upon it.

	Arable land. acres.	Green product. bushels.
Great Britain.....	67,500,000	724,000,000
France.....	74,158,500	642,654,000
Prussia.....	42,767,000	398,000,000
Netherlands.....	5,374,500	130,346,000
Austria.....	93,093,750	908,200,000
Italian States.....	24,000,000	299,000,000

The average per acre of the total amount of grain on the total quantity of acreage, is as follows, viz:

Netherlands.....	25 bushels.
Italy.....	12½ "
Great Britain.....	11 "
Austria.....	9½ "
France.....	9 "
Prussia.....	9 "

We have taken into view here nothing but what is strictly grain. The result is just what history and observation had taught us; that ancient Lombardy, Belgium, and some parts of England and Scotland were the best cultivated parts of Europe; and yet these are just

the countries where agricultural colleges are sought or patronized. The Netherlands, however, ought in fairness hardly to be compared with the others; for a very large part of Belgium and Holland is cultivated in garden culture. This, of course, yields far more to the acre than can be done by the plow. Let us now compare these results with those of Ohio, a new State.

The Commissioner of Statistics reported the amount of arable land grain crop for 1860, in Ohio, as follows:

	Acres.	Product. bushels.
Wheat.....	1,931,002	20,055,424
Rye.....	69,374	779,829
Barley.....	60,501	1,255,049
Corn.....	2,266,129	74,858,878
Buckwheat.....	51,389	696,623
Oats.....	728,722	17,798,794

The average of grain is 23 bushels per acre. Taking this fact alone, it shows that the agriculture of Ohio is in a better state than that of Europe; but, on the other hand, it may be said that the average here is raised so high, in a great measure, by the heavy crops of Indian corn. This is true; but, on the other hand, it is only a fair set-off against the spade culture of Belgium and parts of Germany. Besides, this is the great and solid-boast of America, that Indian corn is the greatest and most general grain in the world. Indian corn produces a *greater weight of nutritive breadstuffs per acre*, than any known grain. This is an immense advantage of America over Europe; and in estimating the state of agriculture in the world, it is fair and right to give due weight to this natural advantage.

In Europe, the relative condition of agriculture puts Belgium, Lombardy, the south of Scotland and England, largely in advance of other countries; and Germany, that is, a large part of it, is really behind the other parts. If agricultural colleges there are old, they have accomplished nothing. If new, they may have been founded on this very fact, that the agriculture of Germany has gone behindhand; and this is so evident, that they desire, if possible, to revive it by the study of the agricultural art. If so, we shall see what it comes to. Probably, if we wanted to see the finest examples of agriculture, as an art, carried to its utmost perfection, we should find it in some parts of England. There agriculture has the advantage, which it seldom has in other countries, of having *sufficient capital* to work with. Capital, that is, *sufficient capital*, is perhaps more productive in agriculture than in any other art, trade, or occupation. Double the capital put in American farms, and employ one half of it in working, fertilizing and draining it, and the profit will not be merely double, but quadruple. The sort of agricultural college we want first, is enough capital to work with. Give an American farmer that, and he will know what to do with it.

The Tenth Joint Annual Report of the Little Miami, and the Colum. & Xenia Railroads

Substantially the Little Miami and the Columbus & Xenia Roads are now one; and so also is the Xenia & Dayton Railroad, and all being worked together, the results are given in this Report. In the past year, and at the beginning of the present, several changes have taken place of importance to the Company. The lease to the Marietta Road has terminated, which we believe was at the rate of \$60,000 per annum, and to that amount diminishes the income of the Company. On the other hand, the competition of the Pan Handle Road from Steubenville to Pittsburg, gives the Company a new, and on the whole the most direct and agreeable route to the East. The Company have established an Express line on that route, in connection with the Pennsylvania Road, which takes passengers through quicker than any other line, and gives them the advantage of viewing the beautiful scenery of the mountains, the Juniata, and the Susquehanna. In addition to this new route the Company has established a new accommodation train from Cincinnati to Milford. There are now *seven* regular trains running on the Little Miami Road; viz, *three* accommodation trains, *one* mail train; *one* express train via Steubenville; and *two* express trains to New York. The Company has exhibited a liberal spirit in accommodating the public, and we judge by their Report that they have lost nothing by it. Notwithstanding the war closed in May, 1865, which had furnished a great deal of extra business to Railroad Companies, the business of the year seems to have been very nearly as large as in the year previous. The officers of the Road remain the same, except that we are informed the excellent Superintendent of the Road, E. W. WOODWARD, is about to leave the Company, for a time at least, on account of impaired health. The gentlemanly manners, high intelligence, and liberal spirit of Mr. Woodward have commended him to the friendship as well as the confidence of the public, who will hope, that however useful his successor may be, that he will speedily return to the public service.

Mr. W. H. CLEMENT still continues the able and successful manager of the road. For twenty-five years, he has been, except for a short interval, in the employment of the Miami Company, and no man has been more useful in railroad management. Mr. WILLIAMS the road master, has also achieved great success in that department. The accidents on this road are few, and the public have not complained that they were the fault of the Company.

The receipts and expenditures of the Company are thus reported by the Auditor:

EARNINGS AND EXPENSES.

Passenger earnings.....	\$1,319,171 18
Freight earnings.....	959,366 70
Express and mail earnings....	155,236 82
Rent of track and depots.....	65,930 00
Gross earnings from transportation.....	\$2,499,713 70
Transportation expense.....	6,305 84
Car expense.....	171,328 98
Locomotive expense.....	104,910 98
Road expense.....	383,772 97
General expense.....	75,093 22
Loss and damage.....	31,629 33
Total Working expenses.....	\$1,460,398 39
Interest.....	107,400 35
Taxes, State and National.....	112,555 92
Total expenses of transportation.....	1,680,317 66
Net earnings from transportation.....	\$819,366 04
Interest on investments.....	5,008 04
Rec'd from C. & L. Co., under contract for div. of earnings..	10,662 48
Rec'd from C. H. & D. and C. C. & C. Co's. their proportion of D. & X. lease under contracts.....	20,362 60
	36,033 02
	\$855,399 06
Transferred to C. H. & Co., under contract for division of earnings.....	18,987 38
Transferred to C. C. & C. Co., under similar contract.....	44,997 80
Paid C. C. & C. Co., our proportion of interest on cost of L. M. & P. R. Co., under contract.....	7,000 00
Loss on D. & W. lease from Apr. 1, 1864, to Nov. 30, 1865.....	40,275 72
	111,260 96
Net earnings of the Year.....	\$744,138 16

The *net earnings* of the Road were actually \$819,366. The actual cost of the whole road from Cincinnati to Columbus, being in round numbers \$5,840,000, the actual net earnings were just 14 per cent. The Company made two semi-annual dividends in cash of 5 per cent. each, making 10 per cent, deducting the government tax. This has, we believe, been the regular dividend for many years.

The undivided surplus of the Company is \$710,365, which is 12 per cent. on the cost of the road. The repairs of the road are well kept up. As fast as the whole roads are replaced, the new ones are laid with the new chairs of Williams' patent. The effect of these is to make the motion of the cars so smooth that the passenger scarcely perceives a jar, and can read with perfect ease.

The double track extends to Loveland, and is now making to Foster's, 4 miles further. It ought to be made to Morrow, the junction of the Cincinnati & Zanesville Road.

The following table shows the receipts of the road from all sources during the last year:

	1863-64.	1864-65.
December.....	\$168,067 86	\$2,356 41
January.....	154,233 90	135,281 02
February.....	185,515 89	174,809 92
March.....	197,101 12	192,915 48
April.....	351,459 93	322,542 79
May.....	108,863 75	178,209 33
June.....	185,233 74	1,002,857 57
July.....	292,892 37	299,382 18
August.....	205,852 95	221,734 63
September.....	211,889 96	234,455 17
October.....	244,637 68	228,400 36
November.....	257,651 42	198,301 93
	2,554,312 62	1,499,713 70

With the exception of the last month, it will be seen that the receipts of the last 6 months were greater than in the year previous.

The present cost of the two roads is as follows:

L. M. RAILROAD—COST OF ROAD AND EQUIPMENT.

Cost as per last report.....	\$4,126,278 33
Increase in Construction Account, viz.:	
Grading and Masonry.....	\$ 994 72
Superstructure.....	151 74
Fencing.....	2,166 17
	<u>\$3,312 63</u>
Less dis. on Bond Scrip redeemed,	32 00
	<u>3,280 63</u>
	4,129,558 96
Real Estate disposed of.....	7,244 30
	<u>4,122,314 66</u>
L. M. R. R. Co. 2/3 of increase in Joint Co's Equipment.....	75,636 01
Total.....	<u>\$4,196,350 67</u>

COLUMBUS AND XENIA RAILROAD—COST OF ROAD AND EQUIPMENT.

Cost of Construction and Real Estate as per last Report.....	\$1,445,924 01
Increase of Construction Acc. during past year, viz.:	
General Depots.....	\$2,460 34
Fencing.....	3,380 37
	<u>5,840 71</u>
	1,451,764 72
Less Real Estate sold.....	350 10
	<u>1,451,414 72</u>
C. & X Co. proportion of Joint Rolling Stock,	305,835 08
Total.....	<u>\$1,757,249 80</u>
Total Cost December, 1864.....	\$5,571,001
1865.....	<u>\$ 934,000</u>

From this review of the Annual Report, it is quite obvious that this road is in a very prosperous condition. A road in excellent condition; a net income of 14 per cent.; and a large surplus fund on hand; are sufficient evidences that it has been well managed, and is profitable property.

The Pacific Railroad—The Necessity for Concentrating all Efforts on One Line.

The Pacific Railroad is a vast enterprise that will in the future be greatly identified with the development of the wealth of this continent; and it is, therefore, much to be desired that all the ideas and plans in relation to this enterprise, as well as all the energy and money that the country can give it, should be concentrated on one line. The division of the national purpose and power in this respect will retard the scheme for years, if it does not indefinitely defeat it. There are now three projected lines—by a northern, a southern and a central route. If all the means to build a road were concentrated on one line it could not be built in less than five years; it may, therefore, readily be seen how far this noble idea is from realization if each of the companies, insisting upon its own project, shall induce the public to listen to it. If these companies go on, each with its separate establishment and plan, and issue stock, and get the public money and grants of land, they will be able only to defeat each other.

If the directors and managers of these several lines are really animated by the desire to build the great line across the continent, a simple consideration of their own interests will show the necessity for a consolidation of their enterprises. The country is not rich enough to build three lines, and there must be one line or three failures. On the one hand, if they unite, the scheme of such a railroad is feasible—it is a thing that can be realized. The country will see this—will

come to its support—and the road will be built. But if the lines go on separately the whole scheme will have to be given up by the country as visionary, and the people will have to consider that money subscribed for it is money thrown away. The directors have it in their own power to remove their enterprises from the number of things visionary to that of things real. Will they do it? Will they continue their operations on paper like true bubble makers, or will they, like practical men, do the only thing that will enable them to build the road? All the power of the several plans must for the common good, be united on the most feasible route. It lies with Congress to determine the question whether there shall be a Pacific road or not by its action in this respect, for it can effectually build up one line and kill the others. It ought to do so. It ought also to exercise very discreetly its power to grant land for this purpose. By too much liberality in that way it may make this line, that ought to be a national benefit, a great and dangerous monopoly, able to control the fate of half a continent. Great grants for railroads have already made them, in many cases, inimical to the welfare and prosperity of landowners that fall within the sphere of their power. Similar grants along a line of road across the continent would well nigh neutralize, in its effect upon the people, the great effect for good that a Pacific road is likely to have in developing the commerce and resources of the country.

—N. Y. Herald.

We cannot concur with the *Herald* in the above. It is true that since the days of WHITNEY we have, as a nation, spent thirty years in talking—Pacific Railroad, with apparently but little progress towards completion, and it is a lasting disgrace to the intelligence, enterprise and patriotism of the American people that we cannot now reach the Pacific from the Atlantic ports in less than four days. Much, however, has been accomplished, not only towards the construction of a road to the Pacific, but half a dozen. During the time of which we speak nearly the whole railroad system of this country has been constructed, reaching out its iron arms more than half way towards the golden shores of California. The great bulk of this, too, has been done with the nation in its infancy, with scarcely any of its vast resources of mineral wealth opened or even dreamed of, until the last half of this period, and which is now not beyond the nursing stage of its existence. We refer especially to the product of the precious metals, although the same is also true in reference to every other department of mining industry, and what is true of them is also true of manufactures and agriculture. Now, if so much has been accomplished with no facilities of locomotion better than nature gave to man, what will be the result when those fields of mineral wealth are opened up to increased activity and security, by all the appliances of the advanced sciences of the present hour, and how much better able are we now to build a dozen railroads to the Pacific, than twenty years ago to commence even a single track across the Alleghenies!

On Coal Product and Coal Consumption.

WASHINGTON, March 13.—Mr. Wm. H. Roberts, of the Statistical Bureau, furnishes the subjoined statement, compiled from official data, showing the production and consumption of coal in the United States and Europe:

PRODUCTION OF COAL.

The production of coal in the year 1863, in the United States and Europe, reached a sum total of 150,000,000 tons, distributed as follows among the respective coal producing countries:

	Tons Coal produced.
Great Britain	86,000,000
Belgium	10,000,000
France.....	10,000,000
Austria.....	4,500,000
Prussia.....	10,000,000
Russia	10,000,000
Other European countries.....	4,000,000
United States.....	15,500,000
Total	150,000,000

CONSUMPTION OF COAL.

The consumption of coal in the same countries, in the year 1863, was as follows:

	Tons Coal consumed.
Great Britain	78,000,000
Belgium	7,000,000
France.....	16,000,000
Austria.....	4,500,000
Prussia.....	10,000,000
Russia	11,000,000
Other European countries.....	5,000,000
United States.....	15,500,000
Total.....	147,000,000

Note.—The difference between the totals of production and consumption in Europe and the United States is owing to an export of 3,000,000 tons from Great Britain to South America and Asia.

CONSUMPTION OF COAL AS A MEASURE OF STEAM LABOR POWER INDUSTRY.

The quantity of coal consumed by a nation may be well taken as a correct measure of the extent of those industries which employ steam labor power. Great Britain, "the workshop," not only produces but consumes a larger quantity of coal than the rest of the world combined. Her miners in 1863 produced 86,000,000 tons of coal; 78,000,000 tons to supply her own necessities, and 8,000,000 tons for export to her commercial dependencies. In 1863, three of the great manufacturing countries of Europe, England, France and Belgium, compared in consumption of coal with each other and the United States as follows:

	Tons coal consumed.
Great Britain	78,000,000
France.....	16,000,000
Belgium.....	7,000,000
United States.....	15,500,000

The production of coal in these four countries stood in 1863:

	Tons coal produced.
Great Britain	86,000,000
France.....	10,000,000
Belgium.....	10,000,000
United States.....	15,500,000

These data exhibit that Great Britain and Belgium, by a full development of their

means of sustaining manufacturing industry, supply not only their own wants but also those of their neighbors—Great Britain exporting 8,000,000 tons, and Belgium 3,000,000 tons; that France, poor in coal, depends upon her more fortunate neighbors for the prosperity of her manufactures; that the United States, with a far larger coal area than France, consumes but the same quantity of coal; that the consumption of coal is as 5 to 1 in Great Britain and the United States respectively; that the steam labor power industry of Great Britain is, in its present development at least, in the ratio of 2 to 1 to the combined steam power industries of Belgium, France and the United States; that taking into consideration the relative areas of the countries compared, their order in extent of steam power industry, as measured by their consumption of coal, would be—first, Great Britain, second, Belgium; third, France; and fourth, United States. An examination of the British statement of exports, foreign and domestic, during the year 1864, and a comparison between them and the exports of the United States for the same year fully support the assumption that consumption of coal is a measure of steam labor industry. In the calendar year 1864, the value of articles exported from Great Britain, exclusive of specie, amounted to \$1,030,000,000, \$779,000,000 of which were the produce of the United Kingdom, and classified as follows:

Breadstuffs, provisions and raw materials *.....	\$78,000,000
Manufactures.....	701,000,000

Total..... \$779,000,000

* Of these, coal, pig iron, unwrought, leather, steel, copper and tin, and salt, amount in value to \$57,000,000.

The exports of the United States for the fiscal year 1864, exclusive of specie, amounted to \$232,000,000, \$217,000,000 of which sum was the value of articles the produce of the United States, classified as follows:

Breadstuffs, provisions and raw materials.....	\$162,000,000
Manufactures.....	55,000,000

Total.....\$217,000,000

The report of domestic manufactures from the two countries respectively was, as we see, in 1864:

Great Britain	\$701,000,000
United States.....	55,000,000

The consumption of coal stood thus, in 1864:

Great Britain.....	80,500,000 tons.
United States.....	16,800,000 "

Supposing that five eighths the coal consumed in Great Britain was employed in steam labor industry, viz.: 50,000,000 tons, the quantity of coal consumed in steam labor industry in the United States, measured by the relative ratio of values of manufactures exported, would be but 4,000,000 tons.

AREA OF COAL FIELDS.

Coal fields are found in almost every portion of the globe, but it is only in Europe and the United States that any approximate measurement of their areas has been obtained. The area of the coal fields of Great Britain, France, Belgium and the United States, are estimated thus:

	Areas, sq. miles.
Great Britain.....	11,859
France	518
Belgium.....	1,719
United States.....	146,859

The figures of this estimate exhibit the vast superiority of the United States over Great Britain, France and Belgium in the natural resources of steam labor power and clearly point to the supremacy of the republic at no distant period by steam labor industries. The coal fields of Great Britain, France and Belgium extend over an area of 14,096 square miles; those of the United States over 148,569 square miles, a ratio of 10 to 1.

PRODUCTION OF COAL IN THE UNITED STATES.

The production of coal in the United States is continually on the increase, as will appear from the following statement of the production of coal in the fiscal years 1863, 1864 and 1865, the quantities being calculated from the Internal Revenue report of the amount of tax upon production of coal. Tons coal produced: 1863, 15,500,000; 1864, 16,300,000; 1865, 17,000,000.

In the year 1860 the production of coal was estimated by the Superintendent of the Census at 15,000,000 tons. The production in 1865 was 17,000,000 tons, an increase in five years of 2,000,000 tons. At this rate of increase our production in 1870 might be estimated at 20,000,000 tons. The development of manufactures, however, consequent on the adoption of a protective policy, will greatly increase the production of coal, and it will be no matter of wonder if, in 1870, its production in the United States reaches a total of at least 25,000,000 tons.

The Northern Pacific Railroad.

We understand that the House Committee on the Pacific Railroad have prepared a bill, soon to be reported to Congress, in aid of a railroad from Lake Superior to Puget Sound. The Northern Pacific Railroad Company was chartered two years ago, with a liberal grant of public lands; but, as in these times it is impossible to obtain capital for such an enterprise, based on a prospective remuneration from lands ten or twenty years hence, the Company has asked for additional Government aid.

The provisions of the bill are as follows: The Company are required to build 25 miles of first-class railway and telegraph lines; when the same shall have been accepted by the Commissioners appointed by the President, the interest of a fixed amount per mile, at 6 per cent. in currency, shall be guaranteed for 20 years by the Government. The minimum amount per mile is \$20,000; the maximum, \$56,000. This is not a gift; the bill provides for the repayment of all moneys by reserving one half of the proceeds from the sale of lands held by the Company, also 25 per cent. of the gross earnings, till the Government shall be fully reimbursed. The capital stock of the Company is \$100,000,000—the amount guaranteed about \$60,000,000—to be determined by survey. The Company is forever prohibited from issuing bonds.

The Company receives aid only as the road progresses, in sections of 25 miles. By this plan, the reimbursement commences at once; for the construction of this line enhances the value of the lands, which are now worthless—held by buffaloes and Indians.

The total liability of the Government per annum, when the road is completed, will be about 3,600,000, if no income shall be derived from the lands granted to the Company. But the probabilities are that the reimbursement will nearly keep pace with the liability. By the report of the Commissioner of Public Lands, we learn that not far from 600,000

acres were taken up in Minnesota alone last year, mostly along the lines of railroads now in progress. The minimum prices fixed by Government on these lands, for 20 miles on each side of the proposed road is \$2 50 per acre.

Suppose the Company were to build, in the next two years, four hundred miles of road, from Lake Superior to the Missouri, the Government guarantee would be the interest of \$20,000 per mile, or the interest of \$8,000,000, which is \$40,000 per annum; if one third of so many acres are sold during these two years as have been sold during the past twelve months, or, in other words, if 200,000 acres are sold during the coming two years, the Government will receive all it pays. In addition to all of the bonds still held by Government, every alternate section will have been enhanced \$2 50 per acre—so much clear gain to the Treasury.

The Company has recently been reorganized. Ex. Gov. Smith of Vermont, manager of the Vermont and Canada, and Vermont Central lines, is President. Associated with him are some of the ablest railroad managers of New England—the Hon. Onslow Stearns, President of the Northern New Hampshire; Gen. Stark, Manager of the Boston and Lowell; the Hon. E. S. Tobey, President of the new Boston and Liverpool Steamship Company; B. P. Cheney, Esq., of Wells, Fargo & Co., and other gentlemen in this City and the West, who have come forward to rescue the charter from expiring by limitation, and to inaugurate and prosecute the grand enterprise, provided they are encouraged by the Government. The House Committee has fully considered the matter, and, while averse to the issuing of bonds, which was not asked for, have prepared the bills under consideration. It is a new policy. The gentlemen in the enterprise believe that the public are surfeited with bonds, and that capitalists abroad and at home will be attracted by a stock on which the interest is certain to be paid—upon which there can never be a mortgage; while, in addition to the six per cent., there will be a future prospect of dividends from the sale of the lands.

The line of this road runs through the heart of the great North-Western gold fields. It will pass up the Yellow Stone, through the center of Montana—that Territory which is now surpassing all others in the richness and extent of its mines, and in its agricultural resources. From present indications, there is to be an unprecedented emigration to that section the present season. About fifty steamers are under charter from St. Louis; Halliday's stages (overland) are crammed; while from Iowa, Minnesota and Nebraska, the emigrant with his family is preparing to join the great caravan for a sixty day's journey to the land of gold. Passengers by steamers will be 45 days on the river, paying \$300 for the passage, and 32 cents per pound on freight. Those who travel overland pay \$500, and must be knocked about 24 days for 1,800 miles. The distance from Sauk Rapids on the Missouri, to which point a railroad is now under construction, is about 900 miles. Were the Northern line completed to Montana, that Territory would be but 40 hours from St. Paul for \$25; freight three cents per pound.

Even with the opening of 300 miles from the Mississippi to the Missouri, with steamers on the Upper Missouri, Montana can be brought within five days of St. Paul, and within eight days of New York.

These and kindred considerations doubtless have had great influence with the Committee,

as they must have upon every reflecting mind, of showing the necessity of the immediate opening of the proposed line. We trust the enterprise will be properly aided and vigorously prosecuted; but we are opposed to lifting a spade on this or any kindred enterprise till contracts can be made and labor employed on the basis of Gold prices.—*Tribune*.

Massachusetts Railways, 1865.

The annual tabular statement showing the result of railway operations in the State of Massachusetts for the year 1865, is presented below. We have prepared and dissected the sworn reports of the officers of the different companies, and by reducing the facts given to a common standard, we are enabled to show how each enterprise has been managed. The facts arrived at show that the railway system of the State is in a very healthy condition. A comparative statement of the whole system, in gross amounts, for the past three years, may be seen in the following figures:

	1863.	1864.	1865.
Number of companies..	51	51	50
Length of roads, miles..	1,595	1,570	1,610
Aggregate capital.....	\$9,362,032	\$7,614,305	\$7,075,405
Amount paid in.....	\$7,546,503	\$63,29,823	\$6,561,482
Aggregate cost of roads, 66,409,202	73,723,910	72,175,191	
Total revenue.....	11,950,739	16,468,536	18,974,914
Funded & floating debt, 19,121,118	22,459,587	25,068,214	
Surplus earnings on hand, 2,843,804	5,193,350	5,562,436	

The comparative results of operation in important details, for the past three years, may be found in the following carefully prepared abstract:

	1863.	1864.	1865.
Number of railways....	38	38	37
Length of main lines....	1,303.8	1,279.4	1,204.4
Length of branches....	171.9	163.5	136.1
Double track & sidings....	540.9	541.2	571.6
Cost of railways.....	\$61,610,434	\$61,896,123	\$69,625,115
Capital paid in.....	45,988,956	46,043,848	47,644,540
Funded debt.....	14,510,061	14,174,801	12,737,871
Floating debt.....	1,282,444	1,573,548	1,749,536
Total debt.....	15,792,505	15,748,349	14,487,407
Interest paid on debt....	9,221.2	1,141,655	1,001,855
Dividends paid.....	2,981,890	3,444,115	3,491,105
Surplus.....	5,392,661	4,993,411	5,438,255
Receipts from passengers, 4,912,121	6,649,343	8,829,273	
Receipts from freight....	4,878,131	6,158,442	7,119,875
Receipts from mails, &c....	660,531	735,636	619,589
Total receipts.....	11,711,027	14,981,015	17,458,928
Expense of roadbed.....	1,036,831	1,396,444	1,780,456
Expense of machinery....	1,014,727	1,55,524	2,286,992
Other expenses.....	4,282,570	6,301,957	7,754,219
Total expenses.....	6,494,984	9,191,424	11,885,929
Net income.....	4,311,133	5,313,070	5,119,793
Per cent. of exp'se to inc., 54.9	61.2	64.1	
Net inc. per cent. on cost, 7.03	8.6	7.9	
Miles run by passenger trains, 3,620,540	4,070,107	4,298,893	
Miles run by freight trains, 2,863,442	3,219,943	3,221,600	
Miles run by other trains, 238,662	270,918	302,811	
Total miles run.....	6,890,306	7,606,811	7,673,720
Receipts per mile run, cts. 175.6	196.9	221.8	
Expenses " " " 90.1	126.5	151.0	
Net income " " " 64.7	69.9	70.1	
Cost of fuel " " " 13.2	17.6	21.9	
Road repairs " " " 11.8	11.7	16.8	
Engine " " " 5.9	9.7	13.0	
Car " " " 7.4	13.1	16.1	
Passengers carried.....	14,297,194	17,575,230	19,743,341
Passenger mileage.....	218,000,413	290,819,276	310,790,040
Tons of freight carried....	4,366,685	4,954,676	5,095,328
Tonnage mileage.....	151,422,514	182,377,580	186,966,450

Our readers will please remember that the "net income" is the difference between the gross revenue and the operating expenses including interest paid. This seems to be the only fair standard of comparison, and certainly does no injustice. The receipts "per mile run" show the effect of the increased tariffs, and perhaps some improvement in the mode of doing the business, while the expenses show how enormous has been the price of almost every article used in operation and reconstruction. In despite of the high prices, however, many of the companies have gone on making improvements in track and especially in equipment. The cost of these improvements, represented in "repair expenses per mile run," look rather large in some

cases, but as they become equalized in a series of years, it is not good cause for any fear of the character of management. Additional business demand additional equipment, and the managers have done wisely in liberal expenditures to meet the wants of the public. While the net income per cent., on the whole system has fallen off somewhat from 1864, yet it leaves a very handsome per centage for the dividend paying roads.

The reduction of the non-paying weight hauled, both in passenger and weight traffic, is a matter which we believe perfectly practicable, by using stronger and lighter material and better workmanship. We are now hauling from six to eight tons of dead non-paying load to carry one ton of passengers, and from two to three tons for one ton of freight. We do not believe there is any necessity for so great a proportion of non-paying load, and we trust the ingenuity and skill of our mechanics and manufacturers will make a decided reform in this particular.—*Railway Times*.

St. Paul and its Railroads.

Eight Land Grant Railroads in process of construction, more or less advanced, radiate from St. Paul, at nearly equal angles of divergence, like the spokes of a vast wheel, to as many points of the great commercial circle, forming, with their connected water lines, the most perfect and comprehensive system of internal transit on the continent, and concentrating upon the summit of the navigable Mississippi, more elements of commercial power, a wider sweep of commercial interchanges, than any other city in the northwest, hardly excepting Chicago, and only excepting that. And including the Mississippi, which forms an unbroken highway from St. Paul to the Gulf; and the Minnesota, which pours into her lap the commerce of her richest valley, ten great lines meet, to exchange the products of the West for the merchandise of the East.

1. Running Northwest.—The branch line of the St. Paul & Pacific Railroad, First Division located from St. Paul along the east side of the Mississippi to Crow Wing, 130 miles, and thence projected 250 miles further to Pembina, at the extreme northwest corner of the State, on the frontier of the Hudson Bay territories, where the land grant road terminates. From this point it is the design of the British capitalists engaged in its construction, to push it through the fertile valley of the Saskatchewan to the Pacific coast.

This road is completed a distance of 50 miles to Big Lake, and is graded 26 miles further to St. Cloud, to which point it will be completed during the coming summer, making 67 miles in all, from St. Paul.

2. Running West.—The main line of the St. Paul & Pacific, diverging from the above at Minneapolis, and thence going, in a general direction westward to the foot of the Big Stone Lake, on the western boundary of the State; whence the Northern Pacific Railroad will, in a few years, complete the communication to Montana and Idaho, and eventually, to Puget Sound.

This road has been graded 15 miles west from Minneapolis to Wayzata, on Lake Minnetonka, and the grade is to be extended, this year, 25 miles further, or 40 miles in all, to Waverly Lake, in the southern part of Wright county.

3. Running Southwest.—The Minnesota Valley Railroad from St. Paul along the Minnesota River to Mankato, thence southwestwardly to the Iowa line, in the direction of

Sioux City, where it is ultimately to connect with a branch of the Union Pacific Railroad, provided for by act of Congress. This road was graded in 1859, as far as Belle Plaine. Last year the track was laid from Mendota to Shakopee, 22 miles. Workmen have been employed this winter in completing the grade from Mendota to St. Paul, six miles.

This link will be completed by the 1st of June, when the cars will run from St. Paul to Shakopee, 28 miles. The road-bed has been prepared from Shakopee to Belle Plaine, the ties and bridge materials are on the ground, and the track will be completed and the cars running this season from St. Paul to Belle Plaine, a distance of 48 miles.

4. Running South.—The Minnesota Central Road from Minneapolis to the Iowa line, where the Iowa Central, crossing Iowa, and the North Missouri Railroads will eventually form with it a continuous line of rail from St. Paul to St. Louis. It will be tapped at Owatonna by the Winona & St. Peter road, and at Austin or elsewhere by the Southern Minnesota Railroad, and by a railroad from McGregor, connecting it by these lines with Chicago and Milwaukee. This railroad is to use the same track as the Minnesota Valley Road from Mendota to St. Paul. It was completed last year from Minneapolis to Faribault, a distance of 56 miles, and will be extended this year 18 miles further to Owatonna, the point of connection with the Winona and St. Peter Road.

5. Running South East.—A branch of the St. Paul & Pacific Railroad running from St. Paul to Winona, along the east bank of the Mississippi to a point opposite Hastings, where it is to cross by a bridge and run thence along the west bank of the Mississippi to Winona, where the Chicago & Northwestern is under an agreement to connect with it when completed, making a direct route between St. Paul and Chicago.

Of this road ten miles were graded last fall, ties for twenty miles, and the materials for a bridge at Hastings have been procured, and the company propose to push the grading through to Winona, if possible, this year.

6. Running North.—This is the Lake Superior & Mississippi Railroad—running directly from St. Paul to the head of Lake Superior, a distance of 132 miles; and forming the chief outlet upon lake navigation of this whole system of railroads. It is the most important as it is the most richly endowed of the whole series before mentioned. Twenty miles of the track were graded last year, and the President, Wm. L. Banning, Esq., has just set out on his journey to Europe to negotiate the bonds necessary to the immediate completion of the road.

This list completes the series of Minnesota Land Grant roads centering at St. Paul, but Wisconsin adds to these two more which though of less importance, still furnish very desirable competitive outlets for the trade of the State. They are as follows:

7. Running East by South.—A very direct and advantageous route to Lake Michigan will be afforded by the construction of the Tomah & St. Croix Railroad, connecting at Tomah with the Milwaukee & La Crosse road, and continued to St. Paul either over the line of the St. Paul & Pacific, via Stillwater, or by a direct extension from Hudson to St. Paul.

The land grant charter of the Tomah & St. Croix Railroad is now owned by the new proprietors of the Milwaukee & St. Paul road, who purpose its early construction, as the most direct continuation of the latter road to

St. Paul. The line of the road, we understand, was partially surveyed last fall, but no work has yet been done on it.

8. Running North-East. This is the St. Croix & Superior Land Grant Railroad, which is to run from Hudson to Bayfield. The land grant charter of this road is said to have recently fallen into the possession of parties able and intending to build it—and their engineers are now employed in locating its extension from Hudson to Bayfield. The land grant charter of this road is said to have recently come into the possession of parties able and intending to build it—and their engineers are now employed in locating its extension from Hudson to St. Paul. A small section of this road was graded several years ago. The distance from St. Paul to Lake Superior by this route is about 170 miles.

Of these railroads the first four above named are endowed with land grants of ten sections per mile, the fifth, the Winona Branch of the St. Paul and Pacific—is based, aside from its commercial merits, on an extensive grant of swamp lands; the Lake Superior and Mississippi road is the most magnificently endowed of any, having secured a grant of ten sections per mile from Congress, and seven sections of swamp lands per mile from the State—or seventeen sections in all—besides a conditional bonus of \$250,000 from St. Paul. The two Wisconsin roads have also, we believe, ten section grants.—*St. Paul Press.*

American Enterprise in the West Indies.

The recent friendly visit of Mr. Seward to St. Domingo, and the assurance of confidence extended by him to the present liberal Government now established there, has turned the attention of some of our enterprising men to that island as a fitting place for the extension of a profitable intercourse. It appears from some documents which have been placed before us, that already a large tract of land has been secured in the North of the island, in the famous Royal valley, watered by the navigable river Yaqui, comprising 300,000 acres, of which a glowing account is given to the public. This tract is said to offer the following inducements for developments. The climate is salubrious, the soil fertile, and its natural productions rich and diversified. Sugar, cotton, corn and tobacco, coffee, and cocoa, are easily raised. The woods on the estate purchased are the most valuable known in commerce and the arts, such as pine, oak, and mahogany, logwood, fustic and satinwood, for all of which there is a constant demand, and of which there is an unlimited supply. In addition to these the mineral wealth of the locality offers large advantages to the enterprising. A well known gold field stretching from the borders of the river Yaqui, reaches to the crest of the mountain chain of the Cibao for twenty-five miles. All the streams passing over it contain gold of the finest quality, 23 carats fine, and it is so abundant that the natives of the country with a common gourd can wash out each an ounce a day. It is a well known fact that immense supplies of the precious metals were formerly obtained here by the Spaniards, principally from the Cibao. The metal is found in loose flakes and small grains, and even nuggets of 32 lbs. weight have been known to be obtained. As compared with California, Colorado, or any other American gold or silver bearing state, St. Domingo offers large returns on very easy terms. The outlay necessary to obtain them is very small, and the saving in time and machinery is all in favor of enterprises directed

to the island. But in a purely commercial light there is much to be considered. Cotton grows spontaneously of a soft and fine texture. On any one acre 1,000 lbs. may be gathered; the sea island variety has been planted with perfect success.

Sugar is easily and cheaply cultivated, the cane growing 18 and 20 feet high, does not require replanting but reproduces itself. The product of each acre may be stated at from 3,000 to 4,000 lbs., and can be sold on the spot for from 1 to 2½ cents per lb., affording a large profit to the exporter. Coffee is also easily raised and produces from 2,000 to 3,000 lbs. per acre. Cocoa is abundant and of a fine quality. Tobacco is very extensively grown, the crop in 1857 under every disadvantage of the disturbances on the island bring about seven millions of pounds. Hides are abundant, as immense herds of cattle roam through the forest. The article brings 5 to 6 cents per lb. Bees-wax also abounds, while cocoa nuts, oranges, lemons, plantains, bananas, pine apples and other tropical fruits exist in great plenty. Rice is also a staple of the country, and of an excellent quality.

In short, nature is bountiful in the highest degree, and in the valley alluded to, does not offer her bounties at the expense of health. The average temperature in the hottest season is 76° to 78° at mid day, and at night bed covering is necessary for comfort.

The opportunities for commercial traffic are constant and inviting. We are informed on good authority that flour brings \$16 to 18 in gold, salt pork \$50 per bbl., mackerel \$20 in gold, codfish \$12 50, cotton prints 40 to 69 cents specie, per yard, liquors in bottle average 1 to \$2 each, lard sells for 40 cents per lb., cheese 25 cents, pilot bread 7 cents.—*Amer. R. R. Journ.*

Law of Common Carriers as to Lien for Freight, Compensation, &c.

To what extent a carrier has a lien for his freight on goods carried by him has been much discussed, and is not entirely determined. A distinction is made in this regard, between a private carrier and a common carrier. Private carriers have no such lien, while common carriers have. No legal proposition is better established than this. A common carrier may not only refuse to carry goods, unless the freight is paid to him, but if he carry them, and the freight is withheld, he may retain the goods, and obtain his freight from them in any of the ways in which a party enforces a lien on personal property. (*Hunt vs. Haskell*, 24 Me., 339; *Fox vs. McGregor*, 11 Barb., 41.) A relinquishment of possession of the goods by the carrier or other person who has a lien upon them, is an abandonment of the lien. By a transfer of the possession, the holder is deemed to yield up the security he has by means of the custody of the property, and to trust only to the responsibility of the owner or other person liable for the charge. (*Bailey vs. Quint*, 22 Vt., 464; *Bigelow vs. Heaton*, 6 Hill, 43.) But it was said by Judge Beardsley, in the last case, that the lien might be retained after the delivery by the agreement of the parties. So if a carrier be induced to deliver goods to the consignee, by a false and fraudulent promise of the latter that he will pay the freight as soon as they are received, the delivery will not amount to a waiver of the carrier's lien, but he may disaffirm the delivery, and sue the consignee in *replevin*.

It has been questioned whether a common carrier, who carries the goods of a party, but without his order or knowledge, can maintain

a lien for the freight. Generally the owner would have the right to refuse such service, and require that the goods should be replaced, or he might have his action for intermeddling with his property. But if the facts were such as to leave to the owner only the option between receiving his goods or rejecting them, the carrier cannot maintain his lien. (*3 Parsons on Contr.*, 204.)

A common carrier can acquire no lien on goods belonging to the United States Government for services rendered in transporting such goods. (*Dufolers Gorman*, 1 Minn., 301.) And while he holds them on this ground, they are not at his risk as a common carrier, for he is responsible only as any other party who holds property as security for debt.

AGENCY OF CARRIER.

It is settled that when the carrier cannot find the consignee, or learn that he is a swindler and would cheat the consignor, he is bound to protect the owner and consignor, and for that purpose to hold the goods or store them in some proper way for his use. (*Stephenson vs. Hart*, 4 Bing., 476.) And so he is, if the consignee refuses to receive the goods. He would be bound to give notice to the consignor only, if that, under the circumstances, would be reasonable care. The carrier may also be a factor to sell for the owner, either by express instructions or by usage of trade. (*Williams vs. Nichols*, 13 Wend., 58.) When this is the case, after the carrier has transported the goods, and is engaged in his duty as a factor for sales, he is responsible as a factor only, or for his negligence or default, and not as a carrier. But after he has sold the property and has received the price which he is to return to the owner, his responsibility as a carrier revives, and in that capacity, he is liable for any loss of the money.

Thus, when the owners of a steamboat, which ran upon the Ohio River took produce to be carried and sold by them for a certain freight, and were bringing back in the same vessel the money which they obtained on the sale of the produce, when the vessel and the money were accidentally consumed by fire, it was held that under the usage of trade in the western waters, they were acting as common carriers in going, as factors in selling the produce, and as common carriers in bringing back the money, and were liable for its loss, notwithstanding the accident. (*Harrington vs. McShane*, 2 Watts, 443.)

COMPENSATION.

The amount of compensation for the carriage of freight and passengers by railroads, is usually fixed by law. Where the compensation is not so fixed, the carrier may determine it himself. But having adopted and made known a usual rate, he is so far bound by it, that on a tender of this rate, he must receive the goods, and can recover no more if they are not prepaid and he carries them. And whether it be fixed by law or by his own established usage, it must be applied equally and indifferently, all persons being charged the same price for the carriage of the same quantity of similar goods for the same distance. It seems that although a carrier need not receive goods until the price of carriage is paid, yet if he does so receive them, he cannot maintain an action for their carriage until the goods are delivered. (*Barnes vs. Marshall*, 14 Eng. L. & Eq., 45; 8 Q. B., 785.) If the hire to which the carrier is entitled is not paid, he is not bound to deliver the goods, and if he now retains them in his warehouse or place of business, he is liable in case of loss or injury,

only for negligence. His liability is no longer that of a common carrier, but that of a depositary for hire or gratuitously as the case may be.

SPECIAL AGREEMENTS AND NOTICES.

We have in a former article set forth the law upon the question how far a common carrier may vary or restrict his liability by special agreements and notices. It is well settled that the common law liability of a carrier may be varied or altogether destroyed by special agreement. But the carrier cannot by mere notice extinguish his peculiar liability, although he may in this way materially modify or qualify it. A public notice so spread abroad that all might know it, and brought to the distinct knowledge of the sender, would undoubtedly, says Judge Parsons, (2 Parsons on Contracts, 24,) justify the carrier who proposed to confine himself to certain departments, or to exclude certain classes of goods, and in accordance therewith refused to take parcels of the excluded description. A common carrier does not necessarily agree to take all sorts of goods any more than he does to carry them to all places. An express company between New York and Boston does not agree to carry a load of hay or a cargo of cotton. The carrier has a right to refuse, without notice, articles which obviously differ from his usual course of business, and he has also a right to define and limit that business and give notice accordingly. (1 Hurl. & N., 63.)

So, too, he has the right to say to all the world and to each sender that he will not carry goods beyond a certain value; or that, if he carries goods, he must be paid for it by a premium on the increased risk. This is reasonable, and it is consistent with public policy, because it tends to give the carrier exact knowledge of what he carries, and of what risks he runs, and thus to induce him to take the proper care, and proportion his caution and his means of security to the value of the goods. In this country it would seem to be pretty nearly if not quite settled, that it is incompetent for a carrier, either by notice or express contract, to exempt himself from liability for his own negligence. The strongest case that we have seen to this effect is the case of *Sager vs. The Portsmouth R. R. Co.*, 31 Me., 228. There the defendants had transported the plaintiff's horse from Boston to Portland. It was upon a cold day in November. The horse was carried in an open car, and suffered serious injury from the exposure to the cold. This action was brought to recover damages for that injury. The defendants introduced a paper signed by the plaintiff whereby he agreed to exonerate the company from all damage that might happen to any horses, oxen or other live stock, that he should send over the company's road; meaning thereby that he took the risk upon himself of all and any damage that might happen to his horses, cattle, &c., and that he would not call upon said company or any of their agents for any damage whatever. At the trial the learned judge instructed the jury that this contract would not exempt the company from liability for their own malfeasance, misfeasance, or negligence. And this instruction was held correct.

It would follow then, that where the carrier interposes such general notice, as "all baggage at risk of owners," the sender may disregard it and the baggage will be at the risk of the carrier; or he may expressly refuse to be bound by it, and insist that his baggage shall be carried under the responsibility which the

law creates; and if the carrier refuses to take the goods, he will render himself liable to an action. But if the notice be only limited and qualified, and in itself reasonable, the sender having knowledge of it is bound by it. Nor can he insist that the carrier shall receive and transport his goods without reference to it.

In a recent decision in New York, a rule of law of much importance is asserted; it is, that a railroad company is bound to introduce improvements which are ascertained to be practicable and conducive to safety, and are therefore liable for an injury caused by neglect in not introducing them.

From what we have already said, and from the authorities we have cited, it may be inferred that the right of a common carrier to limit his responsibility by a special contract cannot be considered as settled, or clearly defined. The common law makes a common carrier responsible for all damages, excepting only that which is caused by an act of God, or by a public enemy. If this responsibility rests only on usage, it disappears, of course, when the parties make an express contract, covering the same ground; because usage binds parties only on the supposition that it entered into their intention and their contract. If this responsibility is matter of positive law, whatever be its origin—then of course, it cannot be evaded or modified at the pleasure of the parties. And if either of these grounds were taken, no question would remain. But neither of them is taken. For a time some Courts were disposed, as we have seen, to hold the responsibility of a common carrier to be determined by law, and to be beyond the reach of contract. But it is not so now. It is held, that his responsibility rests upon and is preserved by "public policy."—*Am. R. R. Journal*.

Railroad Law

ACCIDENT FROM RUNAWAY HORSES ON A STREET RAILROAD.

This was a case in which the plaintiff Margaret Hunter was injured by unmanageable horses belonging to the Pendleton & Fifth-street Railroad, and was tried by a jury in the Superior Court, of Cincinnati. Mr. Pugh argued the case for the defendant, and Mr. Jordan closed for the plaintiff.

Judge Storer instructed the jury to the following effect:

In all cases of collision or accident, whether the party is a traveler in a stage, a railroad steamboat or a street-car, it is difficult, where an accident is impending, to say what, under the circumstances, he shall be required to do to protect himself. If the horses attached to a stage should run off, and a passenger should throw himself from the carriage and break a limb, whereas, if he remained in, as found in the sequel, he would be safe, he still has his right of action, because he thought it the safest course to pursue; and the Supreme Court of the United States, some years ago, held that where a person in a rail-car attempted to pursue the same course in a case of peril, it was not expected of him that he should be so clear and collected as that he should pursue the same prudent course that a man under other circumstances would, provided there was any doubt as to the propriety of the course he did pursue.

The great question here is, whether there was any neglect. It is incumbent on those who use the streets of this city by license from

City Council, so to conduct their business that they shall avoid, if possible, any injury to persons or property—exercising not merely the prudence and caution which is ordinarily required of the citizen, but that which would be proportionate to the peculiar duties they assume; and if there is one mode in their business safer than another, they ought always to adopt the safer course.

The plaintiff had a right to be on the sidewalk. She would have no right to be in the middle of the street, passing up and down the track; instances had occurred where persons had done so—that was carelessness. The testimony was conflicting in some respects both as to where the horses were, and the cause of their running off. Testimony was not always to be measured by the number of the witnesses. When many persons equally trustworthy, are looking at an object in which they have no particular interest, there will generally be some different impressions made on the minds of the several parties, but when you get a majority to agree in the main particulars, it is safer to adopt their opinion than that of one or two isolated witnesses. This is the general rule. But they should look also to the supposed bias or interest of the parties, and, more than all, to the opportunities they had of knowing and seeing what did take place at the time.

It was claimed the driver took out the bolt while the carriage was in motion, and let the pole, with the swing-tree, fall on the ground, and that in a short time he lost control of the horses. If the Jury were satisfied that in dropping the pole and the swing-tree incautiously any noise or confusion ensued that startled the horses, or that they were afterward brought in contact with these attachments, in consequence of the swing-tree not being lifted up, (if that was the usual course,) and from this circumstance became excited and the driver lost control over them, an act of negligence might well be inferred. But if it was a way or mode pursued before, and one which, under all the circumstances, a prudent, cautious man would use; and if the fright of the animals was not induced thereby, but was the result of some obstructions on the road—a boiler, as it was averred here—they would then have to arrive at a different conclusion.

With regard to damages, it was not a case for any thing more than would be a sufficient compensation for the injury.

The jury, after about 2 hours' deliberation, brought in a verdict for the plaintiff—damages \$700.

RAILROAD ITEMS.

E. F. Drake, President of the Minnesota Valley Railroad, has discovered that, by a law passed by Congress in 1841, that State is entitled to 500,000 acres of land from the General Government for internal improvements.

A corps of engineers have commenced the survey for the purpose of locating the route for a continuation of the "St. Croix & Lake Superior Railroad," from Hudson, Wis., to St. Paul, Minn.

Fort Leavenworth is to be abandoned as a Government post as soon as the cars on the Pacific Railroad are running to Fort Riley. And this is promised in the Lawrence papers as early as the 4th of July next. They say the Leavenworth branch will be completed in May, and soon work will commence on a branch from Fort Riley running down the great valley of the Neosho.

The Wabash Valley Times says: "We learn that the railroad route from Danville, Ill., to Rockville, Ind., is now being surveyed preparatory to commencing the work early in spring. This line will connect Danville with Terre Haute by a somewhat shorter route than the one proposed through Paris. The distance from Danville to Rockville is only thirty miles, or thereabouts, which will complete the connection of Vermilion county with the South."

A new and elegant sleeping car, valued at \$20,000 to \$25,000, was placed on the Central Railroad of New Jersey on Saturday. This is said to be the most beautiful sleeping car ever built in this country. It is to run weekly between New York City and Chicago, and is now on the way hither with an excursion party.

A freight train on the Erie Railroad ran off the track on Wednesday, near Binghamton N. Y. The cars were loaded with petroleum, and one of the barrels was burst by concussion. The fluid spread over the ground, and a little boy touched a match to it "only for fun." Result: four cars of petroleum and two barns burnt.

It has just been decided, at Buffalo, that a conductor is not bound to make change for a passenger. The latter must if required, present the exact sum fixed as the price of a ticket. This corresponds with previous decisions.

A collision occurred on the Minnesota Central Railroad, near Minneapolis, on the 23d of March, disabling three engines and leaving the Company entirely without motive power. No passengers were injured seriously, several were slightly bruised.

The ordinance providing for a subscription on the part of the city of Baltimore to \$200,000 of the capital stock of the Western Maryland Railroad Company, in order to secure its completion to Hagerstown, has passed both branches of the city council.

The Winona and St. Peter Railroad Company advertises for 500 men to work on the line of their road immediately.

It is proposed to tow boats on the New York canals by means of locomotives running on tracks on each bank, doing away with horses altogether. Each locomotive will draw a fleet of boats.

MONETARY AND COMMERCIAL.

The demand for money in this market for legitimate purposes has been much lighter during the past week than formerly reported, which with an increased supply of currency has rendered the market more easy. Bankers supply their customers at 8@10 per cent. The fluctuations in the New York gold room has not had a very wide range; towards the close of the week, however, there was a much firmer feeling, probably induced by the necessities of the shorts. The daily quotations were:

	Opening.	Highest.	Lowest.	Closing.
March 28.....	127 $\frac{1}{2}$	128	127 $\frac{1}{4}$	128
" 29.....	128 $\frac{1}{2}$	129 $\frac{1}{4}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
" 30.....	127 $\frac{1}{2}$	128	127 $\frac{1}{2}$	127 $\frac{1}{2}$
" 31.....	127 $\frac{1}{2}$	128 $\frac{1}{4}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
April 1.....	128 $\frac{1}{2}$	128 $\frac{3}{4}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
" 2.....	127 $\frac{1}{2}$	128	127 $\frac{1}{2}$	128

The market for exchanges rules firm. Of the causes for the scarcity of exchange the Gazette says: "Some lots of currency are shipped daily, but the movement is irregular and the remittances comparatively small, in the aggregate. Some of the New York writers, who appear to want a close money market there, say that with the opening of navigation, currency will be drawn largely to the West to move the crops. This anticipation will not be realized to any large extent. We are sorry to know that the stock of produce in the West, that is usually sent to New York for a market, has not been so small for years as it is at this time. Of corn, there is a large supply in the country, but of wheat the supply is very light, and with the prospect of another short crop, consequent upon the unfavorable winter, farmers will sell sparingly. Of provisions, the great bulk of the supplies that usually go East have already been shipped. The very low freights in the latter part of February and first of March caused a rush of stuff to the seaboard, and the stocks now held in the commercial centers of the West will be little more than sufficient to supply the home and Southern demand. This is shown by the fact that prices of most leading staples are nearly as high in the Western markets as in New York."

The usual quotations are:

	Buying.	Selling.
New York.....	50@75 prem.	1-0 prem.
Philadelphia.....	50@75 prem.	1-10 prem.
Boston.....	50@75 prem.	1-10 prem.
Gold.....	127@127 $\frac{1}{2}$	128@128 $\frac{1}{2}$
Silver.....	118@120	121@122

Of the New York Stock Market, the Tribune of Tuesday says: "The general share market was feverish and irregular. It is without outside speculation or investment support, and prices are maintained by the desperate operations of parties whose wealth is only equalled by their boldness. Erie sold on the start at 72, rallied to 74 $\frac{1}{2}$, closing at 74 $\frac{1}{2}$, in the face of a reported decrease in traffic in March to an extent which, if continued, would make dividends hopeless. Michigan Southern, for months decried by some of its managers as loaded with floating debt and next to worthless, opened at 83 $\frac{1}{2}$ and sold up to 86 $\frac{1}{2}$. Its balance sheet for 1864 and 1865 is no index of what it can do under the reduction of the traffic, all the roads must show, and parties who bought it on this statement gave all it was worth as an investment if they paid 70 for it. The present price is wholly artificial, and par or 70 were equally reasonable quotations within a week. The rest of the list was without special interest and was stronger in sympathy with Erie and Southern. The last prices were as follows, the market closing in favor of buyers: New York Central, 91; Erie Railway, 72 $\frac{1}{2}$ @73 $\frac{1}{2}$; Hudson River, 103@109 $\frac{1}{2}$; Reading, 99 $\frac{1}{2}$ @99 $\frac{1}{2}$; Michigan Southern, 86 $\frac{1}{2}$ @86 $\frac{1}{2}$; Cleveland and Pittsburgh, 79; Chicago and North Western, 26; do. Preferred, 54 $\frac{1}{2}$; Cleveland and Toledo, 108 $\frac{1}{2}$; Chicago and Rock Island, 114 $\frac{1}{2}$ @115."

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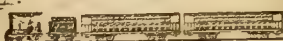
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MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLON.....	4:55 "	5:25 "
MANSFIELD.....	5:15 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

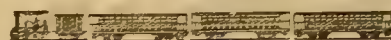
FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.
E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, L. c. w. a. n. n. and Western Railroad, and at East on with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.
GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865. Leave New-York as follows:

At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:40 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburgh, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:40 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. Western Express TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. B., at No. 1 Astor House, at Nos. 271 and 525 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twelfth-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:40 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:40 p. m.

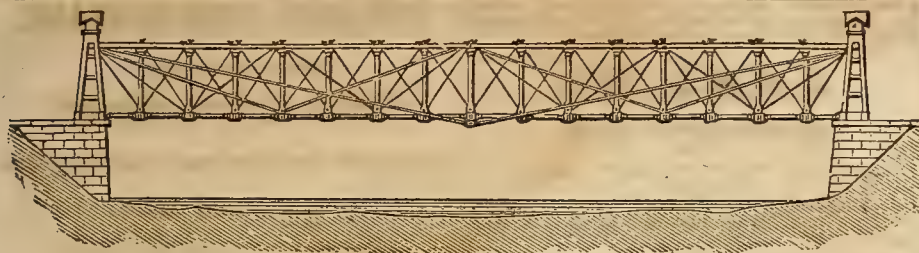
For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.
Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.
Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections. 640*



(Plan of Bridge)

**FINK'S PATENT
IRON RAILROAD BRIDGE.**

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard,)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description,

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
E. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and makes calls

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for **SPEED, SECURITY AND COMFORT**, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail & Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

If Sleeping Cars by Night Express Train.
The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City..	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville....	5 00 P. M.	12 50 P. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 50 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

	Depart.	Arrive.
Louisville, St. Louis and Cairo Depart.		
Mail.....	7:20 A. M.	8:00 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M.	11:00 P. M.
Louisville, Special Train.....	3:45 P. M.	1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

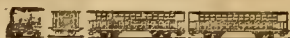
Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

If Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.

W. D. GILBERT, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—8:50 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

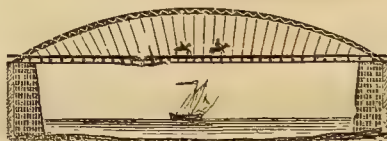
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc,

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 8.56

A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.14

P. M. (Express)

On Sundays, 10.24 P. M.

Through connections made for all points East and West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, APRIL 19, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
One column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
One page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrives.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail.....	9:00 A. M.	6:20 A. M.
Mt.ford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail.....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail.....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....		8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:30 P. M.	7:20 A. M.

Manufactures of the United States;—an Exposition of them.

The Government has recently issued the volume of Census Statistics on Manufactures. It is given in all forms; so that we can ascertain both the aggregates and details for each State and place. We give an analysis below of some of the principal features. We should premise, that, under this head are included all branches of mechanical art; so that it is not merely manufactures as commonly understood, that we get, but a complete exposition of Mechanical Industry.

We begin with the comparative view of American Industry for half a century.

Value of the Products of Manufactures.

Factures.....	in 1810, \$198,613,471
Do. do.....	in 1850, 1,013,333,463
Do. do.....	in 1860, 1,885,861,676

Thus we see this is just half a century from 1810 to 1860, the manufactures (Products) increased 850 per cent. And that in ten years, they increased 85 per cent. That makes an annual increase from 1850 to 1860 of $8\frac{1}{2}$ per cent. Assuming, as we safely may, an equal increase of 8 per cent. (or even 7 per cent.) the products of American Manufactures will in 1870 amount to over *three thousand millions of dollars*! Mr. Edmonds, Commissioner of the Land Office, in making the returns, says:

These amazing results, whilst measurably affected by the wealth of our soil, its successful tillage and abundant harvests, are yet directly traceable to the science, artizan-skill, industry, and energy of the American people in the great department of manufactures; results, realizing to the nation the truth hereinbefore mentioned, that the most opulent nations are more distinguished by their superiority in manufactures than in agricultural interests; and yet, in the ratio in which the former are increased, is the landed estate enhanced in value—these great interests reciprocally acting upon and advancing each other.

With unlimited raw material at hand to supply almost every variety of manufactures; with a railway system completely connecting every important point east of the Mississippi, and rapidly extending so as to carry the work to the Pacific; with a line of river and canal communication reaching the principal interior marts of the country, we have the elements and the means within ourselves of a domestic trade of surpassing value; and, with a river and ocean commerce equal to thirty thousand vessels, the United States have become a formidable competitor for the lion's share of the trade of the world.

Carnot, the war minister of France, the man who "organized victory," in resisting, in 1802, the decree creating Napoleon consul for life, spoke generally of the instability of republics, tracing the same to the fact of "being hastily put together in the midst of civil commotions, enthusiasm always presiding over their establishment." But that distinguished statesman singled out from these the American republic. "One only," said he, "has been the work of philosophy." Organized in the calm of peace, this republic subsists, full of wisdom and vigor; the United States of North America present the phe-

nomenon, and their prosperity constantly receive accessions, which excite the wonder and admiration of other nations.

Yes, more than the lion's share shall we have, for American Commerce and Manufactures will soon exceed that of any nation on the globe.

The distribution of certain branches of manufactures in different sections of the Union has been as follows:

	Southern States.	Western States.	Middle States.	New England.
Cotton Goods.....	\$8,072,067	\$1,610,000	\$24,358,000	\$73,638,957
Woolen Goods.....	1,995,324	4,388,000	16,785,000	40,778,498
Leather.....	4,426,870	7,691,000	44,671,709	19,869,000
Boots and Shoes.....	3,973,000	9,867,000	22,976,783	54,815,948
Clothing.....	2,694,000	14,138,000	51,104,900	15,958,000
Machinery.....	5,795,000	11,775,000	21,622,000	11,472,000
Flour and Meal.....	37,996,470	108,307,222	82,783,553	12,865,501
Lumber.....	19,696,864	37,084,284	28,176,717	11,861,332

We see from this table that New England manufactures most of those articles, such as Cotton and Woolen Goods, and Boots and Shoes, in which labor and capital are the largest elements; while the West manufactures most of those products, such as flour, lumber and machinery, in which the raw material is the chief part; leather, clothing, etc., in which both capital and labor are largely required, are made most largely in New York and Pennsylvania.

In order to understand something of the profits of manufacturing, let us analyze some of the principal manufactured products.

1. OF THE WOOLEN MANUFACTURE.

Capital invested.....	\$30,862,954
Cost of raw material.....	36,586,887
Cost of labor.....	9,808,254
Value of products.....	61,895,217
Total cost of material and labor...	46,395,141
Apparent profit.....	15,500,076

But from this must be deducted the wear and tear of machinery, taxes and insurance, the annual depreciation of fixtures, etc. As we do not know the amount of these, we can not tell the net profits; but there is reason to suppose that the profits of woolen manufactures are on the whole large. Yet, it is perfectly true, that mismanagement may bankrupt a woolen establishment as well as any other.

In many woolen articles, cotton is mixed, so that the raw material employed was composed thus:

Wool.....	83,608,468 pounds.
Cotton	15,200,061 "

2. OF BOOTS AND SHOES.

The principal elements of this manufacture are as follows:

Capital invested.....	\$23,358,527
Cost of raw material.....	42,729,649
Cost of labor.....	30,938,920
Aggregate of cost and material...	73,668,569
Total value of products.....	91,898,498
Apparent profit.....	18,229,929

But, as in woollens, there must be deducted taxes, insurance, depreciation, etc., etc.

Of this manufacture, the Introduction to the Census Report says:

The staple articles of this heavy domestic trade, which has now grown to be the largest in the Union, consists chiefly of men's and women's pegged boots and shoes, and brogans. Large quantities of the latter were formerly sold to the southern States for negro wear. During the present war the demand for strong army shoes has largely supplied the loss of the southern trade. This class of work is chiefly produced in Maine, New Hampshire, Massachusetts, and Connecticut. Women's pegged and common sewed shoes and gaiters are manufactured at Lynn, Haverhill, Worcester, Milford, Natick, Randolph, Abington, North and South Reading, Danvers, Georgetown, Stoughton, Woburn, Weymouth, Stoneham, and other towns in Massachusetts, several of the towns first named making each from three to five millions' worth annually. Boots are also made in each of them except Lynn, but form a leading article of manufacture in Haverhill, Milford, Worcester, North Brookfield, Spencer, Grafton, Randolph, Stoughton, Weymouth, Hopkinton, South Reading, and Abington. The number of boots made in the State in 1845 was 3,768,160 pairs, and of shoes 17,128,411 pairs, nearly all by hand labor, of which the total value was \$14,799,140. The State census of 1855 returned 11,892,329 pairs of boots, and 33,174,499 pairs of shoes, valued together at \$37,501,723.

Boots and shoes of a finer quality are made in New York and Philadelphia. The latter city possesses some advantages for the production of a fine description of boots and ladies' shoes, on account of the large stocks of fine calfskin and morocco leather—in the manufacture of which that city has long enjoyed a high reputation—and also in the number of its skillful German workmen. Its domestic manufacture amounts in value to \$5,472,587, and its annual sales to about \$15,000,000.

We might pursue these statistics to any length, and find interest for our readers and ourselves; but we must close here. We may remark that Cincinnati is the *third* manufacturing town in the United States, and that the amount of its industrial products exceeds, by many millions, those of *St. Louis and Chicago put together*. In the future, Cincinnati will still maintain its manufacturing pre-eminence.

Surveyors commenced work on the Iowa and Minnesota Railroad, on the 26th of March at Indianola to the Minnesota State line.

Office of the Cleveland & Mahoning Railroad.

To the Stockholders.

GENTLEMEN: In behalf of the Board of Directors of this company, I submit, herewith, the report of the Secretary and Treasurer of the company, which exhibits a true statement of the financial condition and affairs of the company at the close of the past year.

By comparing this exhibit with his statement of the year preceding, it will be seen the capital stock has been increased during the year in the sum of \$40,050 00, which increase is accounted for as follows:

By conversion at par 3d mortgage convertible bonds.....	\$30,700 00
By interest on stock ordered in December, 1863, and stock dividend ordered March, 1864.....	8,700 00
By settlement with and payment of original stock subscribers.....	650 00

What further increase of stock may arise from these several sources cannot be definitely stated. It may be estimated at \$260,000 00.

A further comparison will show that the construction account has been increased in the sum of \$109,997 02. This was for work, mainly on section 1, done in 1864, but not carried to this account until within the past year. This account may now be considered closed.

It will also be observed, by like comparison, that there has been retired within the year, \$2,400 00 of the 2d mortgage bonds of the company, and \$30,700 00 of the 3d mortgage bonds, the former by payment, and the latter by conversion as before stated, leaving of the former, still outstanding, \$900, and of the latter \$744,300, for the redemption of which there is in the sinking fund, as per statement of M. B. Taylor, Esq., Trustee, herewith, \$157,300, leaving the actual indebtedness from this bond \$587,000. The 1st mortgage bond indebtedness, it will be seen, remains the same: to-wit: \$850,000. The Hubbard Branch bonded indebtedness also remains the same, to-wit: \$147,500. The sinking fund for this, it will be seen, by statement of M. B. Taylor, Esq., Trustee, is \$41,900, showing an increase within the year of \$35,400, and leaving the actual indebtedness from this bond \$105,600.

The interest on the entire bonded debt has been punctually and promptly paid, and semi-annual dividends of four per cent. each, free of Government tax, have been declared and paid upon the capital stock.

All the obligations of our lessee, the A. & G. W. Railway Co., have been promptly met. The road and rolling stock are kept in good order, and the relations between the officers and agents of that company and this, are most amicable and agreeable. You will be glad to know that the disposition of our road has proved judicious and largely profitable to our lessee as well as to ourselves. The salary, office and legal expenses of the company amounted to \$4,860 81.

Respectfully submitted,
David Tod, President.

Cleveland, Jan. 24, 1866.

The Common Council of Rochester has passed resolutions remonstrating against the passage of any law authorizing the construction of a canal around Niagara Falls. It is contended that such a canal would be of no benefit to the people of this State, and that it would ruin the Erie Canal.

Pittsburg, Fort Wayne and Chicago Railway Company.

Extract of annual report of Geo. W. Cass, President, dated Pittsburg, March 21, 1866, for the year ending December 31, 1865.

To the Stock and Bondholders:

As required by the charter and by-laws of this corporation, the Board of Directors now submit to you the annual report on all matters pertaining to the affairs of the company.

The following statement will give you a summary of the operations of the railway, as connected with transportation, for the year 1865.

EARNINGS.

From Passenger travel.....	\$3,391,221 46
" Freight traffic	4,739,067 88
" Transportation U. S. Mail	98,900 00
" " Express business	149,658 02
" Cleveland & Pittsburg Railroad Company for use of track, etc., between Pittsburg and Rochester	85,000 00
" Rent of buildings and grounds	4,461 12
" Miscellaneous sources.....	23,354 08
Total.....	\$8,489,062 56

EXPENSES.

The transportation expenses for the year, including taxes, Federal, State and Municipal, were as follows:	
Maintenance of Way.....	\$1,344,674 25
" " Cars.....	531,103 94
" " Motive power.....	1,520,948 54
Conducting transportation.....	1,220,926 76
General expenses, including taxes.....	587,810 09
	\$5,205,515 59

Which leaves a balance of..... \$3,283,546 98
For the net income arising from the operations of the railway.

The financial operations of the year may be stated, in aggregate figures, thus:

INCOME.

Amount of credit of income over all payments and liabilities, January 1, 1865, as shown in last Annual Report.....	\$ 189,737 63
Net income from operating road.....	3,283,546 98
Amount received from sale of 11,321 shares of capital stock.....	1,122,100 00
Amount of profit under the lease of the New Castle & Beaver Valley Railroads.....	34,311 43
Total.....	\$4,629,695 04

DISBURSEMENTS.

Amount to pay interest on bonds of all classes.....	\$901,485 00
Amount to pay sinking fund	104,100 00
Amount to pay four quarterly dividends.....	901,282 50
Amount to pay construction and equipment.....	2,009,910 68
Amount paid C. & P. R. R. Co., under contract.....	342,496 93
	\$4,259,275 11

Which leaves a surplus of..... \$ 70,544 93
To which add investment in Akron Br. Road..... 179,344 00

Total above all expenses and liabilities, January 1, 1866..... \$ 550,160 33

The expenses of working the road, deducted from the above statement, have been sixty-one and one-third (61 $\frac{1}{3}$) per cent. of the gross income.

In view of the decline in the rates obtained for transportation towards the close of the year, and the high price of labor and material, this should be regarded as a favorable result.

The earnings of 1865 exceed the earnings of the year previous \$1,369,596 80, or about 19 1-5 per cent., and the expenses of the past year exceed those of the previous year \$1,104,116 95, or about 26 2-5 per cent. The three principal items constituting the expense of working the road, to-wit: Motive power, maintenance of way, and conducting transportation, bear about the same proportion to the earnings in 1865 as in 1864. The increased percentage of operating is found in the items of general expenses, and mainte-

nance of cars, the former by reason of an increase in the amount paid for taxes, which grew from \$236,761 92 to \$409,421 15.

The increased earnings were mainly derived as follows, to wit:

From freight.....	\$300,564 84
" passenger.....	694,234 46
" express matter.....	81,351 80
	\$1,066,761 14

The increased earnings from passengers was 26 per cent., while that from freight was only 14 per cent. The decline of freight rates the latter part of the year, and the passenger rates being undisturbed, explains the apparent increase in passenger business over the freight business.

The amount of earnings derived from military transportation was \$546,330, being about 6½ per cent. of the business of the road, and \$160,000 less than the same kind of business the previous year.

The whole number of tons of freight moved, during the year was 26,313 tons less than the previous year, but the average distance that the whole was moved was 230 miles in 1765, against 203 in 1864. The falling off in the through tonnage was 68,898 tons, while there was an increase in the local of 41,585 tons. Of the decrease in the through tonnage, 50,209 tons was in the movement eastward, and 17,689 tons in the movement westward. There was an increase in the movement westward of the local freight of 45,280 tons, and a falling off of the eastward 3,695 tons. The average haul per ton of local freight in 1865 was 160 miles, against 145 miles in 1864. There was an increase in the eastward movement of cattle, sheep, hogs and flour, and a decrease in horses, beef and pork in barrels, whisky, manufactures, and coal. And in the westward movement there was an increase in horses, products of the forest, railway iron, and coal, and a decrease in sheep, hogs, flour and whisky. The number of tons of merchandise moved in 1865 and in 1864, differed but one-half of one per cent., and that decrease was in the local movement eastward.

The principal features of the passenger travel, are an increase of 176,990 in the number carried, or fourteen (14) per cent. The increase was almost wholly in the local travel, the through having only increased 1,862 in number. The through travel westward increased 6,975, while the eastward movement decreased 5,113.

During the year the track has been renewed with rails, as follows:

Re-rolled rails put in main track.....	9,143
New rails.....	2,007
Repaired rails.....	217
	11,367

Which is equivalent to re-laying one-fourth of the entire main line between Pittsburg and Chicago. More than one-half of the 468 miles of the main track has been renewed in the past two years, with new re-rolled, and repaired rails, and all paid for out of the earnings of the road, a result which it is believed no other company has ever accomplished in a like period of time.

The renewal of cross ties has been to the extent of 281,050, which is 52,222 more than last year, and is a larger number than the average required to keep a track in good condition.

Short sidings, and in insufficient number, is one of the usual causes of embarrassment to the successful working of such of our railroads as have had a constantly increasing traffic. This evil is fast being remedied on your road by extending old sidings and putting in additional ones.

The total length of sidings is equal to one-fifth of the main track, or one mile of siding for every five miles of main track. This, with the 26 miles of double track west from Pittsburg, and the 7 miles of double track east from Chicago, greatly facilitates the movement of trains compared with former years.

Every effort has been made to obtain the best railway iron made in this country, and we have no reason to doubt our success in this particular, but unfortunately this success is very far short of our expectations and wishes, and indeed short of what is necessary to make railways an object as a financial enterprise. Within the year rails have sold as high as \$135 per ton or cost, say on the track, \$150 per ton, to last but three to five years. Such enormous drafts upon the income of railways must be remedied, if the system is to be permanently successful. Many plans have been devised and experiments tried to remedy, within reasonable limit of cost, this defect in rails, without having attained yet any material improvement. It is said that the rails, as made upon the Bessemer process in Europe, can be brought to fulfil the conditions requisite for complete success in railway management. With a view to test their merits, we have ordered some to be put in the track the current year. If found to answer the purpose, they will, of course, be largely manufactured in this country.

The amount expended for construction and equipment during the year was \$2,009,910 68, of which amount \$988,624 84 was expended under the direction of the Chief Engineer, and \$1,021,295 84 under the direction of the General Superintendent. The means for paying this large sum was derived as follows:

From sale of 11,221 shares of stock.....	\$1,122,100 00
From income derived from operating the railway.....	887,810 68
	\$2,009,910 68

This sum, added to the previous expenditures makes the disbursements for construction and equipment from 1862 to 1865, inclusive, \$7,312,342 58, during which period the share capital has increased from \$6,500,000 to \$9,312,442.

For the current year this class of expenditure will be kept within such limits as will enable the Board to pay for it, out of that portion of the capital stock unsold at the beginning of this year, which you authorized three years ago. No increase of the share capital beyond what has been heretofore authorized is asked by the Board.

Southern Pacific Railroad.

We have received a Circular signed by the President, Vice President and four of the Directors of the Southern Pacific Railroad Company, addressed to the Representatives of the State of California in Congress, asking public aid in the construction of a Railroad from the Bay of San Francisco to San Diego, and Eastward to the Colorado river, with a view to a connection at that point with a road or roads leading across the country to the Mississippi river, and to connections with the Northern and Eastern Railroads, and ultimately with the Gulf of Mexico.

The particular aid asked is a grant of 20 sections of land per mile, instead of ten, as now proposed in a bill known as that of Senator Brown. The Circular claims that the route advocated is needed for trans-continental business, and the adequate protection of the Southern frontier, and for the settlement and development of the rich mineral agricultural

and pastoral lands of Arizona, New Mexico Western Texas, the Indian territory, Kansas, and South Western Missouri.

It is claimed to be the shortest route across American soil, with easy grades, and to be free from snow. It is not more than 1,200 to 1,250 miles from San Diego to good ports on the Gulf of Mexico. While opening a new and valuable route to commerce, it will not interfere with the Central Pacific route; and is claimed that the efforts of the Nation should not be confined to the construction of one road. Besides the commercial reasons, political ones are adduced in the circular in favor of the project, viz., the importance of the port of San Diego in the case of a foreign war a point of immense importance under such a possibility, and demanding attention. The cost of construction is estimated by Lieutenant Park in the Railway Reports, Vol. 7, at from \$50,000 to \$120,000 per mile.

The Circular is carefully written, and presents the subject in a calm and conclusive manner, and will no doubt have full weight with the body of legislators to whom it is addressed.—*Amer. R.R. Journal.*

The Route of the Metropolitan Railroad.

On a final report of Engineer Randolph, the route of approach to Washington City for the Metropolitan Railroad from Point of Rocks, has been determined by the Baltimore and Ohio Railroad management, to the satisfaction of the citizens of the District of Columbia. The line passes within a half mile of Rockville, crosses Rock creek at Duval's Mill, and crosses the Seventh street turnpike near Silver Spring, then follows the ridge to the head of a branch of the Tiber, down this creek to the city limits (Washington) at the end of Delaware avenue, then down this avenue to the present depot. This line will require the construction of about 1½ mile more than a line which was before contemplated running down the Sligo, and using present track of the Washington branch road four miles, whereas the route chosen will come within half a mile of the present station."

The *Washington Star* says:

Outside the District this line passes Carroll Chapel, through the lands of Cissell, R. Wilson, J. Wilson, Blair (Silver Spring), to the District line, thence through the place of Dr. Noble, and to the east of Fort Slocum, skirting Saunder's, Brown's, Wilberger's, and to east of Fort Totten, running between Fort Slemmer and Fort Bunker Hill, through the lands of Douglass, Talbert, Middleton, Wash Berry, Mrs. McDaniel, Gales, (Eckington,) striking the city line between Mrs. Beale's and Kendall Green.

This route makes an actual saving of travel to western passengers of no less than forty-nine miles. The route within the District and towards Rockville is through a region of country admirably adapted for fine building sites, running through a fertile, healthful tract abounding in those graceful swells and elevations so much sought for as locations for private residences of the better class. We understand it is the purpose of the management of the road to afford all possible accommodation for way travel, and have no doubt that the road will, ere many years, be lined with first class country residences for many miles out. The ground has been already broken at some of the heavier cuttings preliminary to active operations.

Direct Railroad Connection With Charleston And Savannah.

To the Editor of the Cincinnati Gazette.

The writer of this has spent some considerable time during the last three months in Charleston and Savannah. While stopping in those two most important Southern cities, the conviction grew upon him stronger and stronger that the construction of a grand trunk railroad between these cities and Cincinnati, would result in causing an increase to the trade and population of the Queen City, such as the most sanguine and hopeful had never before dreamed of. The true route for this grand trunk railroad should be the old surveyed route of the Charleston & Cincinnati Railroad through Knoxville and Anderson. At the latter place another road should be built, diverging to Augusta, thus making a direct railroad communication with Savannah as well as Charleston.

When it is remembered that over a first class road trains could be run from Cincinnati to Charleston or Savannah in as short a time as is now made to Philadelphia, Baltimore, and New York, and that in the movement of our pork, flour, beef, etc., to the West India Islands and to Brazil, as well as to that large southern section of our own country bordering on the Atlantic (I mean the Carolinas, Georgia and Florida), this road would afford almost a bee line for the carriage of our staples, is their ultimate destination, the mind of the reader may begin to grasp, though faintly, some idea of the enormous business that this Southern trunk railroad would be burdened with. This road would furnish not only the principal highway over which our staples, would seek their natural market, but over it trains would come back loaded with cotton, sugar, coffee and tropical fruits, of which articles we are such large consumers.

Standing on the wharves of Charleston or Savannah one may witness almost daily the arrival of steamers from all the great Northern Atlantic cities. As these ocean steamers proceed to disgorge the immense amount of freight which they carry, it will be seen that nearly or quite three-fourths of their cargoes consist in the products of the West, and which, before leaving New York, Philadelphia or Baltimore, had been borne over the railroads from the West to the East. Consequently three-fourths of the trade which the Eastern cities are now having with Charleston and Savannah belongs legitimately to Cincinnati, and would come here just as naturally as water seeks its level. The future commercial interests of Charleston and Savannah are not identified with the Northern Atlantic cities. The colossal and overweening growth of the latter is an injury, not a benefit to the former. It is mortifying to their commercial pride that they have to go to New York for their sugars and coffee, after the same have passed directly before their doors. But with Cincinnati the case is different. Their interests and ours are identical. The continued growth of this central metropolis of the United States—of this great beating heart of the nation—reacts directly on them, and causes Charleston and Savannah to increase more and more in commercial importance. The large importing houses of Cincinnati would have branches in one or the other of the two cities named, and ships would come to their wharves laden with merchandise gathered from every quarter of the globe.

The city of Cincinnati will most assuredly enter into possession of this golden prize which is now within her grasp, if she will only arouse and put forth the energies that she is so abundantly capable of exerting.

Lake Commerce.

The following abstract from a report of a committee to the Detroit Board of Trade, and published in the *Commercial Advertiser*, is full of interesting statistics relative to the commerce of the Lakes.

The obstruction to navigation at the head of Lake St. Clair, known as the St. Clair Flats, is merely a deposit of sand, which is brought down the St. Clair River by the current, and deposited at its mouth, or where the channel of said river widens into the lake of the same name.

In the year 1857, Congress made an appropriation of about fifty thousand dollars to cut a channel through the bar. Up to that time there was an average of from seven to nine and a half feet of water on the flats, and all vessels drawing more water than that were obliged to lighten cargo at a very ruinous expense.

During the seasons of 1858 and 1859, a channel nearly one hundred feet wide and thirteen feet water was made.

Since that time, there has been nothing done to enlarge the channel to keep pace with the vastly increased shipping and products, or to keep it from filling in, by the constant deposits of sand from the river or the washing in of the banks of the channel.

At the time the above appropriation was made, the average carrying capacity of the vessels on the lakes was from ten to twelve thousand bushels of grain, but the rapid increase in the commerce of the lakes has made it necessary to build much larger vessels, and now it would be safe to say the average capacity of each is double that amount. Then the greatest amount of water that vessels could draw was from nine to ten feet, but now from twelve to thirteen and a half feet.

It is no uncommon thing to see several of our largest propellers aground on the flats at one time, working all the power of their engines to extricate themselves.

Competent engineers in the Government employ have estimated that the small sum of \$200,000 would give a channel three hundred feet wide and fifteen feet water. The Committee therefore recommend that an appropriation of \$200,000 be asked from Congress to accomplish this much needed work, and a further appropriation of \$10,000 per year be made to keep the channel open and clear for all time.

The following shows the number of steamers and vessels on the lakes in 1865:

	No.	Tonnage.	Valuation.
Steamers.....	151	55,811	\$2,105,000
Propellers.....	289	94,092	4,339,000
Barkentines.....	156	66,529	1,963,200
Brigantines.....	74	21,874	418,400
Schooners.....	1108	220,385	5,521,900
Total.....	1778	468,691	\$14,347,500
Add 40 per cent for gold.....			5,739,600
Total.....			\$20,086,500

Average valuation of each vessel, \$11,292.

In the class schooner is included schooners, scows, sloops, barges, etc.

These 1778 vessels are manned by 17,780 seamen, at a daily cost to the owners of \$62,230, and cost for the season \$16,955,340.

Actual number of vessels passed the flats from the 1st day of April to the 14th day of December, as reported to Commodore W. H. Gardner, by the Lighthouse-keeper during the day time, is 16,706; to which may safely be

added one-third for passing in the night, which said keeper did not include, 5,568; making the entire number passing for the season, 22,274, which is an average of those passing daily, 86. At the above valuation for each vessel, we have the daily valuation in vessels without cargoes passing, \$971,112; and for the season we have the value of vessels that pass the flats, \$250,545,896.

It is estimated that there is an average of two vessels detained on the flats each day, at an actual loss to the owners, in time and expense of getting off, each \$150, making \$300 per day, and for the season of 253 days, \$77,400. This is in addition to the damage done to vessels and cargo, which damage can safely be put down at \$50,000 for the season, making in the aggregate a loss to the owners of the property of \$127,400.

It is estimated that 40,000 passengers are transported over the flats each year.

The amount of property transported over the flats during the season of 1865 is estimated by the Committee to be \$146,289,411 40.

How to Make Iron Rails.

We copy the following from the *American Railway Times*, and submit it for the consideration of Railroad men and Ironmasters. It is time that more practical thought should be bestowed on the comparative economy of good and inferior material. Whatever will tend to improve our railroads and render travel safer should be done.

I now propose to consider the proper kind of iron to be used and how a good rail can be made.

First, then, we must have good pig iron; to make good pig iron requires good ore; almost all our ores are good enough used either singly or mixed in proper proportions. If we have rank red short ore, a proper quantity of cold short ore must be mixed with it; and if we have a very rich ore, free from impurities, a leaner ore should go with it to make a good cinder. In no part of our iron manufacturing districts will there be any difficulty on this score.

Proper attention must be paid to the limestone used as flux. The character of the coal used is very important. We of course cannot expect charcoal iron to be used in making rails, and are dependent on the anthracite, raw coal and coke irons. One general characteristic is needed, and that is freedom from sulphur and phosphorus. With the proper ores, limestone and coal, we are ready for the furnace. Here mark, all furnace or rolling-mill cinder should be absolutely prohibited. To prevent this, place on the bridge house, English rail material positively prohibited.

The great aim of the ironmaster now, is to produce the largest production of pig iron out of the least quantity of material. To secure this the hot blast is heated to its highest point, the blast itself is forced to the highest pressure the coal will bear, and the result is the melting of silica, alumina and other impurities in large amounts, which otherwise could not be reduced. The admixture of these and the alloys they make, and the new metals they produce with iron, injures seriously its quality. To obviate this, let the furnace be driven with a moderate blast and it heated to the lowest point to make the furnace work well, and a good pig iron will be produced. This will make the iron cost more to produce; it will take more coal, more ore, more limestone,

and will cost more for labor; the production of the furnace will be reduced from 140 tons per week to 100 tons, and in other furnaces in the same proportion as their sizes differ. Perhaps this change will add to the cost of the pig iron an average of four to five dollars per ton.

Now we have a good pig iron at the rolling mill; we now require that it shall be run out in a finery fire with good strong coke, which produces a metal ready for puddling or boiling, as the case may be. But here another charge for extra work over ordinary iron is made. This refining process will cost five dollars per ton more, but in the resultant quality is worth every cent of it.

I need not describe the puddling and boiling processes, but it is generally considered that pig iron with a good body should be boiled. Boil it, then, or puddle it, as may suit the whim of the mill owner; do it in single furnaces and give the men time to work their iron well; run it through a Burden squeezer, or hammer it, which is better, but avoid a mill where a crocodile lies with his mouth wide open. Make your muck bar, and just here comes in two of the most important requirements in the production of a good rail. First, the iron in the rail should be all of one quality and made from the same kind of pig iron. It will not do to mix pig iron in the finery fire or in the puddling furnace, no complete admixture can be obtained. The mixing must be with the ores in the blast furnace. The iron when ready to pile up for the rail slug, should all be equally worked. An idea of iron for the head of rails being hard and close-grained, twice worked, the English of which is cold-short iron once worked; the stem of once worked iron, the English of this is cinder iron, and the flange of tough fibrous iron, the English of this is generally rotten iron leaving and therefore called cold short, must be discarded. Each iron has in its every stage of work as malleable iron its own welding heat, and to attempt to weld iron from the same pig, but in different stages of work, is an impossibility. It will stick together, but will not be welded, this requires the absolute homogeneity and the interlocking of the particles of crystals of the iron; how much less prospect will there be of securing a weld between iron of different character, made from other ores, and handled in all its processes to some extent differently.

There is a general misconception of the condition of iron in bar, as granular or crystalline and as fibrous. I would like to elaborate this, but fear my readers would not follow me in it. But I will only say, that fibre is merely the effect of manipulation or of drawing, and extends but a limited distance from the surface of any bar towards its interior. It is a surface effect. Any bar of iron, of any quality, will, if it be nicked all around, and then struck with a quick sharp blow, reveal a crystalline fracture; but if nicked on one side and then bent will reveal a fibrous construction;—all iron workers understand this, and to meet the ignorance of the buyers, this is done; for the buyer would reject the same iron showing a granular fracture which he would buy as a prize, broken to show its fibre. As a general rule, the poorer the iron, the more readily will its crystals draw into fibre, if judiciously done. There are other good and reliable rules for judging the quality of iron from its fracture. I only write this to show how unreliable to the uninitiated are these terms granular and fibrous iron. If any iron is made as I have thus described, and may further show as necessary, there

need be no fear of plenty of hardness of head, stiffness of web, or tensile strength of flange.

Let, then, the iron in a rail be all of one quality, and made from the same kind of pig iron.

The second point, which perhaps should have come first, is equally important. It is, that the iron should be sufficiently worked, before it is put in the rail pile to clean it of all young or partly matured iron, for these reasons:—first, such iron will not weld second, in working this young iron out, there will be worked out of the iron all bad and fiery cinders, and the cinder that will rise on the iron will be good and healthy, and can be readily cleaned off the bar before it is put into the pile; third, the iron will be so much worked as to produce by necessity a first quality material. You then have as good an iron as you want before it is prepared in slug for rolling; now one point more, and that is the method of piling the bar. The first necessity is, that the bar shall be small, that is, thin, for they will be so if worked as above; and the second, that each bar shall go completely across the pile, leaving no vacant places in the middle of the pile for cinder to be hidden. The cinder must have an opportunity to escape, as it is driven out by the rolls. It would be better if the pile could be welded up under the hammer, and then the slug rolled out into the rail. This extra work would cost not less than \$20 extra per ton of rails.

Thus we have for the extra cost of rails made right: \$5 extra for cost of pig; \$5 extra for cost of finery fire or run out; and \$20 for extra work on iron.

I have now given a hasty and general description of how a good rail should be made, and a rail so made would last longer and wear better than any iron rail ever manufactured. Now would it not be economy to have rails thus made; by so doing a rail can be made that will outlast the ordinary rail many times at the small additional expense of \$30 to \$40 per ton, or say an average increase over ruling prices of 33 per cent.

I submit it to the consideration of Railway Presidents, Superintendents, and Engineers, our rail makers would prefer making a good article, prices being remunerative, but they cannot make a good article at the price of a poor rail.

"AMERICAN."

Trial of a Traction Engine.

"Engineering"—the new English journal conducted by our countryman, Mr. Zerah Colburn—gives a detailed account of a trial trip of one of Aveling & Porter's traction engines, on the 5th of last month, from Rochester to Harbourn, 26 miles. It had been proposed to establish traction engines to carry produce to railway stations; and this experimental trip was to ascertain the cost per ton per mile of carrying goods by this kind of conveyance.

The engine started with three wagons and a timber carriage. The wagons weighed 2 tons each, and their loads weighed 15 tons; 21 tons together. The timber carriage with its load weighed 7 tons: 28 tons total. The timber carriage was drawn $1\frac{1}{2}$ miles only, as it required the slow gear, and it was not intended to use the quick gear, except at the hills. The time on the road was 12:35; the time in motion was 9:13, or nearly 3 miles an hour. In some parts, where the road was good, the speed was over 4 miles an hour.

The water consumed was 539 lbs. per mile; and 587 lbs. of water were vaporized per pound of fuel—a very low rate. The total cost of working was, for the trip: 23 cwt. coal, at 1s. per cwt., £1 3s.; oil and waste, 3s. 6d.; driver, 5s.; steersman, 3s.; attendant, 3s.; lad with flag, 2s.; allowance for wear, 8s. 9d.; interest at 5 per cent., 3s. 6d.; total, £2 11s. 9d. The flag was a useless expense, required by law. Taking it off leaves £2 11s. 7d.; or less than 1.5 pence (or 3 cents) per ton per mile for the useful load carried the whole journey; and a small allowance should be made for drawing a third as much for $1\frac{1}{2}$ miles. The tolls were 1.338d. per ton per mile; and the total cost per ton for the whole distance was 6s. 4d., which is a third of what is charged by the ordinary carriers over the same road.

Engineering concludes the account by saying: "Altogether the trial seemed to prove that traction engines may be used very economically as tenders to a railway, bringing produce to the stations, and taking away coals and other heavy merchandise, the load being about $1\frac{1}{2}$ times the weight of the engine. During the whole trip the engine made an abundant supply of steam, and had the load under perfect control. It was run generally in the quick speed gear; but on some of the steeper hills the slow speed gear was employed. On leaving Sutton, the engine had to pass down a very steep hill, the inclination being 1 in 8 or 9; and it was stopped when about halfway down, to show that the load was completely under command. Although the engine had but one cylinder, no difficulty was experienced in starting, the pitch chain being kept rather loose. The horses met upon the road took but little notice of the engine; and there seems to be no doubt that, when the use of traction engines becomes more common, horses will soon become familiar with them, and that no inconvenience whatever will be experienced."

The Engineer gives substantially the same account, and adds: "As we personally attended the trial we can vouch for the accuracy of the statement, which has indeed been principally compiled from our own notes. We need hardly point out that in a merely mechanical point of view the experiment was perfectly successful. The engine worked throughout in the most satisfactory manner, notwithstanding the constant heating of one of the counter-shaft boxes, which was possibly not bored out truly; a good deal of power was thus wasted, and the constant blowing of steam from the leak in the valve-chest lid raised at once the consumption of fuel and water. In the fact that the engine performed its task with the utmost efficiency there is, of course, nothing novel; it was just what might have been predicted—neither more nor less. The point of real importance is the cost; and this we took much pains to ascertain. The load drawn was carefully weighed, as were the coals delivered to the engine; and the water was measured by counting the number of bucketfuls used. The cost of conveyance just exceeded $1\frac{1}{2}$ d. per ton per mile. We have taken pains to ascertain the usual price charged for the conveyance of goods by the road in wagons from Maidstone to Tenterden, and we find that it amounts to about £1 per ton, or nearly three times that of steam power. The road was in excellent order; it has several hills, one especially, rising from Maidstone, for two miles on an average gradient of 1 in 26, increasing in places to 1 in 20; it was, in short, a fair specimen of country roads, seen under favorable circumstances of weather and

repair. The entire experiment possesses such interest that we hope to see it shortly repeated by other makers. In this way and in this way alone, can really valuable data be collected. Messrs. Aveling & Porter have set a good example, which may be followed by others with great advantage. It is fair to add that every possible facility was placed in our way for verifying the results of the experiment; and we have, therefore, no hesitation in pronouncing the figures we have laid before our readers to be substantially accurate in every respect."—*Am. Artisan.*

Railroad Bonds held by Non-Residents Liable to State Taxation.

Supreme Court of Pennsylvania, March 26
—Chief Justice Woodward, and Justices
Strong, Read and Agnew.

Maltby vs. The Reading & Columbia Railroad Company. Certified from Nisi Prius. The opinion of the Court was delivered by Woodward, Chief Justice. The plaintiff, a non-resident of Pennsylvania, held certain bonds of the Reading & Columbia Railroad Company, with coupons attached, representing the semi-annual interest stipulated for in the body of each bond. Upon presenting the coupons for payment the company claimed that it was their right and duty to deduct and retain for the Commonwealth a State tax equal to three mills on every dollar of the principal of the bonds. To resist this claim, and compel the company to pay the coupons in full, the plaintiff filed this bill in equity, upon which three questions are made:

First. Is the tax leviable at all, under existing laws, upon the loans of the company?

Second. If laws exist to authorize the tax, are the loans taxable when held and owned by a non-resident of the State?

Third. If so taxable in the hands of a non-resident owner, is not the company bound, by the terms of its contract to pay the stipulated interest to its creditor, without a deduction of the tax?

These questions embrace the whole case, and they shall be considered in their order.

First. The taxableness of corporation loans depends upon the will of the Legislature, with whom the taxing power is lodged, and that will is to be gathered from the terms of acts of Assembly. No impression whatever is made upon such a question by arguing the unreasonableness of taxing debts. It may be true that such a policy tends to prevent capital from seeking investment in Pennsylvania, but the argument should be directed rather to the Legislature, who make tax laws, than to the Courts whose duty it is to expound them. The objects of taxation, as well as the rate of assessment, are selected and prescribed by the Legislature. Corporation loans are very conspicuous forms of property, and depend for their existence and value upon the State Government which authorize them, and if in the judgement of the Legislature they ought to contribute to the support of the Government that protects them, and for this purpose are taxed, it avails nothing to argue that the Government ought to derive its support from other kinds of property. *Sic volo, sic jubeo* is the language of a sovereign, and in respect to State taxation of property within the State, the Commonwealth is a sovereign power.

Our only question upon this part of the case is, therefore, whether the acts of Assembly do clearly manifest the legislative intent

to tax this species of property. The thirty-second section of the act of 29th April, 1844, Purdon, 949, enumerates the objects of taxation. Real estate is first mentioned, and then personal estate, and among the specifications under this head are "mortgages," and "money owing by solvent debtors, whether by promissory note, penal and single bill, bond or judgement," and "all public loans or stocks whatsoever, except those issued by the Commonwealth." The thirty-fourth section provides for the assessment, for the use of the Commonwealth, of three mills on every dollar of the value of the properties enumerated in the thirty-second section.

By virtue of various acts of Assembly, counties, boroughs and school districts were taxable for state purposes, and corporation loans having thus become subject to these local taxes, the act of 2d May, 1854, Purdon, 197, entitled an act "to exempt certain loans and bonds from taxation," was passed, which declared, among other things, that "all bonds or certificates of loans of any railroad company incorporated by the Commonwealth be, and the same shall be liable to taxation for State purposes only."

Now whether we derive the legislature intent from the words "mortgages," or "money owing by solvent debtors," or "all public loans whatsoever," as found in the act of 1844, or rejecting all these words, place ourselves on the act of 1854 alone, we can be at no loss as to the legislative intent to tax such securities as are in question here.

The coupons and bonds are secured by a mortgage and constitute part of the mortgage debt; they represent also money owing by a solvent debtor, and in some sense they are a public loan, for they are authorized by the highest authority in the State, and it would be no very strained construction to bring them under either of these titles in the thirty-second section of the act of 1844, and, if referable to either, then clearly the loan, or debt, and not merely the accruing interest upon it, was taxable by that act. And such must have been the general understanding of the enactment, else the exemption act, ten years later, would not have been needed.

But if the terms of the act of 1844 be thought incapable of embracing the loan in question, it comes within the very words of the act of 1854. It is evidenced by "bonds or certificates of loans," and these were issued by a "railroad company incorporated by this Commonwealth;" and such securities, says the act of 1854, are, and shall be liable to taxation for State purposes only.

There is no possibility of mistaking the legislative will in this regard. It may be a reasonable or an unreasonable exercise of will, but that it is clearly expressed is past all doubt. And it is final. The power of taxation, which is the corner-stone of the Government, is lodged exclusively with the Legislature, and depends wholly on the discretion of that department. A wanton abuse of it might be arrested by the judicial arm, but such an interference could proceed only on the ground that the Legislature had transcended their legislative functions, and enacted something more than a tax law. So long as they continue themselves to that which is in the nature of a tax law, their powers are subject to no judicial review—they are only responsible to the people.

Second. As to the non residence of the holder of the loan. It is undoubtedly true that the Legislature cannot impose a personal tax upon the citizens of another State, but the constant practise is to tax property within our

jurisdiction which belongs to non-residents. Our land taxes have always been imposed without regard to the domicile of the owner and so have the taxes of stocks in bank and other incorporated companies. Stocks and loans are personal property, and the domicile of the owner determines the right of succession to such property, though its *situs* at the time of his death determines the right of administration; but the legislative power of taxation does not depend upon these distinctions. There must be jurisdiction over either the property or person of the owner, or else the power cannot be exercised; but where the property is within our jurisdiction, and enjoys the protection of our State Government, it is justly taxable, and it is of no moment that the owner who is required to pay the tax resides elsewhere. The duties of sovereign and subject are reciprocal, and any person who is protected by Government in his person or property may be compelled to pay for that protection. Hood's Estate, 9 H, 114. In the case of the West Chester School District vs. Darlington, 2, Wr. 157, effect was given to an act of Assembly which taxed property held here in trust for non-resident minors.

This principal of taxation as the correlative of protection, perfectly just in itself, is as applicable to a non resident as to a resident owner, because civil government is essential to give value to any form of property without regard to the ownership and taxation is indispensable to civil Government. What could this plaintiff's loan be worth if it were not for the franchises conferred upon the company by the Commonwealth, and which are maintained and protected by the civil and military power of the Commonwealth? Is it not apparent that the intrinsic and ultimate value of the loan, as an investment, rests on State authority; that it is the State which makes it property, more than any other, ought to contribute to the support of the State Government.

And I suppose it is upon this ground that the Legislature discriminates between corporation loans and private debts as objects of taxation. The artificial debtor, itself a creature of the legislative power, and all its functions derived from legislative grant, is so dependent upon the Government, it lives, and moves, and has its being so entirely by the favor of the Government, that not only what it owns but what it owes also, is thought fit to be taxed, whilst only the possessions of the natural person and not his debts are taxed.

But it may be said, and indeed was urged in argument, that the plaintiff's lien, as personal property, follows his person and property, for all purposes only in the place where he has his domicile. For some purposes, as already intimated, it is undoubtedly subject to the law of the domicile, and yet in a very high sense it is also property here in Pennsylvania. It was admitted in argument that corporation stocks are property here though owned beyond our jurisdiction, and this is a necessary consequence of the final ruling which a long vexed question in the Supreme Court of the United States received in the case of the Ohio & Mississippi Railroad Company vs. Wheeler, (1 Black, 256,) where it was held that stockholders in railroad companies became, presumptively, citizens of the State which creates the corporation. Property has been defined to be the right or interest which one has in lands or chattels, and so domestic is this peculiar species of property that it domesticates the owner.

But loans are not stocks, and yet the loans and stock of a railroad company resemble each other in many respects. Both are sub-

scribed under the authority of a special law, and both are so far capital that they are employed for the same general purposes. The certificate of stock which the plaintiff, as a citizen of Rhode Island, may hold for shares in this company, is mere paper evidence of property existing here. It is not the thing signified, it is only evidence of it. Is the bond which the plaintiff holds anything more? He cannot enforce it were he lives? he must come here to gather its fruits. It is founded upon, and derives its value from, a mortgage, but the mortgage is here, and the franchises and properties which that mortgage bind are here within our jurisdiction. The bond signifies his right to receive so much money out of the mortgaged estate, but that estate not only belongs to our jurisdiction, but was in part created by our authority, and the power to make the mortgage, like all the franchises of the company, was conferred by State authority.

Now, although loans and stocks are distinguishable for many purposes, yet the Legislature committed no very great solecism in treating loans as taxable property within our jurisdiction. The tax may be thought to be extravagant, especially in view of the taxation to which the owner is exposed in the place of his residence, but that is a consideration for legislative attention. The point we rule upon this part of the case is, that corporation loans, though in some sense mere debts, are like moneys at interest, taxable as property. And moneys at interest have long been taxed in Pennsylvania.

Third. Has the company the right to deduct the tax from the coupons? The third section of the act of 30th April, 1864 (Pardon, 1878,) provides that "every President, Treasurer, Cashier, or other officer of any company incorporated, or that may be hereafter incorporated, which pays interest to its depositors, bondholders or other creditors, upon which, by the laws of this Commonwealth, a State tax is imposed, which shall, before payment of the same, retain from such depositors, bondholders or other creditors, the amount of State tax imposed by existing laws, and shall pay over the same to the State Treasurer," etc.

The purpose of this act of Assembly was not to impose a tax, but to prescribe a mode of collecting tax; and the tax referred to as the tax to be retained and paid over to the State Treasurer is a tax upon interest accruing to bondholders or other creditors. But the three mill tax is imposed not on the interest but on the principal of the plaintiff's bonds. Here is a discrepancy, and undoubtedly, but it is more verbal than substantial. Taking the act of 1864 in connection with the prior acts to which I have referred, and reading them as parts of a legislative system for aiding the revenues of the Commonwealth, they amount to this and no more, that the 3 mill tax shall be assessed upon the par value of the corporation loan, and shall be retained by the corporation officers out of the accruing interest thereon. The verbiology of acts of Assembly, passed at different times, though in pursuit of a common object, is very apt to be ambiguous and inartificial, and there is not more difficulty in reconciling the terms of these several acts than we are accustomed to encounter; but we must not allow a too strict adherence to the words of the enactment to defeat the intent of the legislature. In other words, the acts being *in pari materia*, must be so construed as to give due effect to each. It is in this way only that we can reach an intelligible conclusion, and this is the mode by which we arrive at the above stated result,

that the taxation of the bond is to be deducted from the accruing interest. If the act of 1864 be not applied to this tax upon the principal debt there is no tax to which it is applicable. But this, it is said, violates the faith of the obligation, and renders all such legislation void. The argument is, that the company have contracted to pay so much interest to the plaintiff, and the legislature cannot relieve them from this obligation.

How far modern tax laws shall be permitted to impair and alter private contracts is a great question, which must be decided ultimately by the Supreme Court of the United States. I have my own private opinions, which would probably be found to differ from a majority of the Court; but I do not think it worth while to discuss the constitutionality of these Pennsylvania statutes whilst the country acquiesces in the Excise law of the General Government, under the operation of which the same question might be frequently raised. For instance a section of the Excise law of 1864 authorized manufacturers who had existing contracts for the delivery of manufactured goods at the date of the law, to add the increased duties to the contract price and collect them of the vender, and this is now done. So far as I know, no question has been raised under that law upon the inviolability of contracts, and perhaps the sound conclusion is, that Government taxation, a thing always to be anticipated when contracts are made, does not impair the obligation of contracts within the meaning of the constitutional inhibition.

If this be conceded as a principle, then the mode of collecting the tax, whether by a Government agent, a debtor, corporation, or a manufacturer, is mere machinery, and involves no principle whatever. For the present, therefore, and speaking for the Court, I lay it down that the acts of Assembly to which I have referred, are constitutional and valid; that they tax the loan as property found here in Pennsylvania, and that they appoint the debtor corporation the collector of that tax for the benefit of the State Government.

It may be added that we have not overlooked, though we have not cited, the opinion of Chief Justice Chase in the case of Jackson vs. The Northern Central Railway, lately decided in the Circuit Court of the United States for the District of Maryland, wherein the learned Chief Justice reached a different conclusion from those above expressed, but it is apparent from his opinion that he was unfamiliar with our tax laws, and overlooked altogether the act of 1854. Doubtless, counsel failed to bring it to his notice.

The decree at Nisi Prius, dismissing the plaintiff's bill, is affirmed.

The New Jersey Central Railroad has determined to issue to existing stockholders 20,000 shares of new stock in the proportion of two shares for each eleven shares of old. Fifty dollars per share is to be paid up prior to the 1st of June, and the rest as wanted for construction of equipment. This Company is laying a third track.

The Trustees of the Mississippi & Missouri Railroad Company advertise a request for the bondholders to deposit their bonds—in connection with which it may be mentioned that the holders of the second mortgage bonds are now engaged in foreclosing their mortgage—and announce that they will be prepared to pay the past due coupons on the first bonds so soon as a decree is entered in their favor, which will obviate the necessity for any disturbance of the bonds on the part of the holders.

Iron and Steel Production in the United States in 1865.

Were it necessary to show the readers of the *Stockholder* the necessity of freeing our domestic manufactures from the burdens of taxation, not only for the sake of increasing their production, of enabling them to compete with foreign countries, but also for the sake of diminishing the price of commodities, the present condition of the iron and steel business in this country would afford a suggestive demonstration. We have previously given a brief account of a meeting of iron and steel manufacturers in Washington—the facts presented by the Secretary of the Association not being of a very encouraging character; to-day we give some few figures which show that, owing to our ill-digested legislation on the internal revenue, the manufactures of iron and steel are in no better condition than the umbrella and paper manufactures, and other branches of domestic industry.

The total production of pig iron in the United States in 1865, was as follows:

	Tons.
Anthracite.....	479,558
Raw bituminous coal and coke.....	178,607
Charcoal.....	252,300
Total.....	910,465

The amount produced in 1864, being as follows:

	Tons.
Anthracite.....	684,016
Raw bituminous coal and coke.....	202,171
Charcoal.....	244,091
Total.....	1,130,278

Showing a falling off of 219,625 tons, or about twenty per cent., in 1865.

The following exhibits the production of the forges and bloomeries throughout the country:

	Tons.
New York.....	19,717
Pennsylvania.....	32,528
Other States.....	7,572
Total.....	59,817

The product of the rolling-mills for 1864-'65 is as follows:

	Tons.
Total in 1865.....	833,949
" 1864.....	852,768
Decrease in 1865.....	188,19

of which 353,017 tons are rails, new and re-rolled.

The production of steel is far from being in a more satisfactory condition. The entire amount produced in 1865 was but 15,682 tons, and we had to import during the fiscal year ending June 30, 1865, nearly 10,000 tons, chiefly from England. On account of increasing wages and the burden of taxation, several steel manufacturers in New York have recently suspended business. It is high time for Congress to act upon the recommendations of the Special Commissioners.—*Stockholder*.

Workmen have commenced laying the track of the Leavenworth branch of the Union Pacific Railroad, at the junction, three miles east of Lawrence. The contractors have completed arrangements by which they can lay about half a mile a day until the road is finished. [Push on the work.]

PETROLEUM ITEMS.

A SUBSTITUTE for the seed bag is being introduced into the oil field, which has recently been patented by Noyes & Mallam, of Franklin. The improvement consists of a piece of tubing about two feet long around which a round iron collar, projecting from the pipe about three-fourths of an inch from the tubing, is closely fitted. The collar is turned that on the upper side of the shoulder it slants away from the tubing at an angle of about 50 deg. Against the collar a ring of stout sole leather is fitted and then a mate or corresponding collar slipped down upon the leather and tightened by means of a screw so as to press the leather very neatly into the shape and angle of the bottom collar. The leather ring thus placed, extends in the same direction as the shoulder of the bottom collar and a little more than half an inch beyond it all around. Another arrangement exactly similar is fitted on the other end of the short piece of tubing. When these are put down into the well it is supposed, and there seems no reason to doubt, that the pressure of water will keep it tightly against the sides of the well, so as to exclude the surface material. When it is required to be drawn up the leather will turn over and admit of its coming to the surface in the same manner that it went down. These pieces of tubing can be inserted at various depths, thus relieving the pressure of the water and also acting as stays to steady the tubing in place.—*Reno Times*.

There is an increased demand for petroleum in Italy. Companies have been formed at Turin and Genoa for working and purifying the produce of the petroleum springs which exist in Parma and Calabria.

From January 1st to April 3d, 6,211 barrels of whale oil were imported into the United States. The amount for the same period last year was 18,597 barrels, or a falling off of two-thirds.

The *Toronto Leader* says that arrangements have been made for carrying crude oil from Cleveland to England in larger quantities than heretofore. Hitherto one objection has been the odor left in the vessels by the oil, but this difficulty, it is said, may be overcome by a new method of fumigation.

The Assessor of the Albany district having inquired if the loss upon capital in consequence of a depreciation of the value of petroleum stocks in which said capital had been invested, could be deducted from incomes, the Commissioner of Internal Revenue replies, under date of March 28th, that an actual loss realized by a sale of petroleum or other stock will be allowed as an offset to gains derived from the sale of similar stocks, or interest received on such stocks; but unless a sale of petroleum or other stocks has been made, there is no ascertained, but merely a speculative loss, which cannot be deducted from any income. In other words, a mere depreciation in the value of stocks cannot be allowed as a loss.

EXPORTS OF PETROLEUM.—The total exports from the United States from January 1 to February 3, were as follows:

	Gallons.
1863	3,599,152
1864	2,434,758
1865	209,202
1866	6,313,577

The shipments from the United States for 1865 are estimated at 745,171 barrels, or 29,806,840 gallons, at 40 gallons to the barrel.

REVENUE FROM PETROLEUM.—The act of July 1, 1862, imposed a tax of ten cents per gallon on refined oil; the act of June 30, 1864, made this tax twenty cents per gallon, and five per centum *ad valorem* upon naphtha; by the act of March 3, 1865, "distillate" was subject to a tax of twenty cents per gallon, and crude oil to a tax of one dollar per barrel.

The receipts of revenue from petroleum and coal oil, etc., are as follows:

1863 for ten months	\$619,952
1864	22 5,325
1865, on Crude for three months	\$2,9546
1865, on Refined	3,047,213
	3,270,759
1866, for six months on Crude	\$1,47,043
1866, for six months on Refined, &c.	26 3,037
	\$3,260,061

Of the receipts for 1865 only \$95,998 90 were from oils distilled from coals and shales, amounting to 16,000 barrels of forty gallons each. The rest of the receipts, \$3,180,760 10, were from petroleum and refined oil made from petroleum; excepting an insignificant sum received from naphtha and benzole.

PETROLEUM.—The production of petroleum in the several oil producing localities of the United States for the year is put at 2,830,000 barrels crude, which, added to the stock on hand January 1st, 1865, was equivalent to 2,312,000 barrels refined, of which the home consumption was 839,000 barrels, the exports 677,000 barrels, and the leakage, etc., 154,550 barrels, leaving a stock on hand January 1st, 1866, of about 640,000 barrels refined.

The average price per barrel of crude on Oil Creek has been as follows:

	Currency.	Gold Equivalent.
1862	\$1.15	\$1.07
1863	3.25	2.24
1864	8.13	4.00
1865	6.71	4.27

PETROLEUM AT NEW YORK.—The receipts of petroleum at New York for the two months, from January 1st, 1866, are, compared with the receipts during the same time in 1864 and 1865, as follows:

	1864.	1865.	1866.
Barrels	106,394	56,867	186,582

MINNESOTA BONDS.—The Minnesota Legislature has passed a law for the adjustment of the old railroad bonds. These bonds amount to something near \$2,500,000, issued to aid in the construction of railroads in that State, some six or seven years ago, since which time no interest has been paid on the same. The law recently passed, however, provides for the appointment of three commissioners, whose duty is to ascertain the present whereabouts of said bonds, how much the holders paid for them, and if a satisfactory arrangement can be made, new bonds are to be exchanged for the old ones, subject, however, to the approval of the Legislature and a direct vote of the people.

The annual report of the Housatonic Railroad shows that the receipts of the Company during the past year were \$478,095 37, and the expenses \$282,033 28 leaving a balance of \$196,062 09; from this amount there is to be deducted, for taxes, interest, rent of roads, etc., \$114,598 89, making a net gain in business of \$81,463 20, which, added to \$348,545 98, the balance to credit of profit and loss December 31st, 1865, makes the total amount at credit of profit and loss December 31st, 1865, \$430,008 40. The business of the road has advanced steadily from \$289,860 31 in 1859, to the amount given above as receipts for the year 1865.

THE PAPER TAX.—Persons engaged in the printing and publishing business throughout the United States have almost unanimously petitioned Congress to have the tax on paper reduced and the duty on imported books increased. The Committee of Ways and Means, with a view to respond under standingly in the matter, have taken a large amount of testimony, and it has been satisfactorily shown that the publishers, by sending stereotype plates to England, buying their paper, and having the press work done there, can, after paying the duty of importation, save 15 per cent. in the cost of the books. A book that costs there 23 cents to print, in this country cannot be gotten up for less than 58 cents. As an illustration of the direct operation of the present law, it may be stated that a well known printer of New York, who last year printed one hundred and fifty thousand copies of Webster's spelling book, this year had the work taken away from him because it can be done so much cheaper in England; and a large cheap publishing house in the same city has all its composition done and forms stereotyped in Montreal; and it imports the stereotype plates. The committee has reported in favor of a reduction of the taxes on paper, printing, and printer's materials.

FOREIGN COMMERCE OF NEW YORK.—The following is the comparative statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 6, and since January 1:

	1865.	1866.
For the week	\$2,301,742	\$3,953,456
Previously reported	51,126,093	56,916,981
Since January 1	\$53,427,835	\$60,872,431

The following is the comparative statement of the imports of foreign dry goods and general merchandise at the port of New York for the week ending April 6, and since January 1, 1866:

	1865.	1866.
Dry Goods	\$294,134	\$2,918,981
General Merchandise	1,492,441	4,065,360
Total for week	\$2,392,575	\$7,594,250
Previously reported	35,697,069	8,878,932
Since January 1	\$38,290,244	\$87,462,482

It will thus be seen that while our exports to foreign countries has increased in the period named only \$7,444,596, our imports during the same time has increased \$60,172,238, making a difference against us in exchange of \$42,727,642, to be paid in gold. It is unnecessary to ask what keeps up the price of the precious metals, or where do they go to.

The Atlantic and Gulf Railroad has just been put in running order, the first through train having arrived at Savannah on the 13th instant.

MONETARY AND COMMERCIAL.

That the financial world is *unsettled* there is no doubt; the disturbing causes are numerous, and many of them of great magnitude, producing a sort of feverish excitement of the world over. Among the most prominent of the disturbing causes may be mentioned the belligerent attitude of the German Powers, the troublesome Fenian element, the conflicting positions of our own political horizon, and

the panic of short crop and scant supply of food. All these, together with the settling down of values attendant on the change of our condition from active war to peace, the wants and necessities of the country and the scanty supply of articles of export, consequent upon the withdrawal of so much productive labor to the battle-field and armory, and its return again to the useful walks of life, have their influence on the money market, and tend to frighten the most timid of the human race, the owner of money. We cannot expect in a moment to "settle down," and have our affairs as quiet and as well regulated as if no "accident" had ever "happened in the family;" we have got along remarkably well, and by the exercise of wisdom and prudence, and a devotion to industrial pursuits, and a faithful adherence to the old maxim embossed on the small coin of our early days to "mind your own business," the Republic will still be safe, and we a prosperous people. The fluctuations in the New York gold market have ranged during the week from 127½ to 125½, the market being weak at the close.

The Exchange market still rules close, and currency is constantly shipped to keep up the balances of bankers. The course of trade having to a great extent been changed since the close of the war to its old channels, there are not so many bills made on New York as formerly, more of our surplus produce finding its way to a Southern market.

The regular quotations are:

	Buying.	Selling.
New York Exchange....	50@75c per M.	100c per M.
Philadelphia.....	5 @75c per M.	100c per M.
Boston.....	50@75c per M.	100c per M.
Baltimore.....	par.	100c per M.
Silver.....	17@18c prem.	18@20c pr.
Gold.....	25½@25¾ pr.	26½c pr.
Certificates.....	1c dis.	par.

With a moderate demand for loans, and a slight increase in the volume of currency, there has been more ease in the discount market, and but little difficulty is experienced in placing all satisfactory paper at moderate rates. Business generally has been more active, with some speculative movements in flour and wheat, and should the latter be carried much further it will become profitable to import our breadstuffs from New York and Liverpool.

The New York Tribune of the 17th gives the latest quotations of the day previous, as follows:

Ohio Certificates, 25½@26; Canton, 52@52½; Cumberland Coal, 44@45; Quicksilver, 56½@56½; Mariposa, 13½@13½; Mariposa Preferred, 23@23½; New York Central, 93½@93½; Erie, 73½@73½; Hudson River, 108@109; Reading, 104@104½; Michigan Southern, 79½@79½; Cleveland & Pittsburgh, 81½@82; Rock Island, 120½@129½; Northwestern, 26½@26½; do. Preferred, 55½@55½; Fort Wayne, 91½@91½.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all**around them.*

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent.

E. P. FULLER, General Ticket Agent.

my 11

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

WRIGHTSON & CO.

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Atlantic & Great Western Railway

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, S. E. C. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vice, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot

E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Cincinnati & Chicago Air Line.

—Kellogg, Contracting Agent, Vine St. under Burnett House
H. J. Page, General Freight Agent, at Chicago.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 68 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburgh, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

—Kellogg, Contracting Agent, Vine St. under Burnett House.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 19 West Third St.
Geo. S. Breckent, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

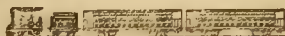
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI	9:40 A. M.	10:50 P. M.
HAMILTON	10:30 " "	11:33 " "
DAYTON	12:45 " "	1:10 A. M.
SPRINGFIELD	12:56 " "	2:03 " "
MARION	1:59 P. M.	2:40 " "
URBANA	3:14 " "	4:19 " "
GALLION	4:45 " "	5:25 " "
MANSFIELD	5:15 " "	6:30 " "
AKRON	8:32 " "	9: 0 " "
RAVENA	9:25 " "	10:15 " "
LEAVITTSBURG	11:20 " "	11:40 " "
GREENVILLE	12:50 A. M.	12:55 P. M.
MEADVILLE	1:10 " "	2: 5 " "
CORRY	2: 5 " "	3:37 " "
Arrives SALAMANCA	4:55 " "	5:55 " "
NEW YORK	10:20 P. M.	1:00 " "
BOSTON	4:55 " "	11:55 A. M.
PITTSBURGH	2:20 A. M.	3:20 P. M.
HARRISBURG	1:30 P. M.	1:4 A. M.
PHILADELPHIA	5:35 " "	6:10 " "
BALTIMORE	5:30 " "	7:00 " "
WASHINGTON CITY	10:25 " "	10:20 " "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a tri over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.
E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Sup't.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Passaic with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West, without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1866, leave New-York as follows:

At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkes-Barre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Eatonton, Water Gap, Scranton, Wilkes-Barre, Great Bend, Pittston, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburgh, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 3:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkes-Barre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Miners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. Y., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 9:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:40 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

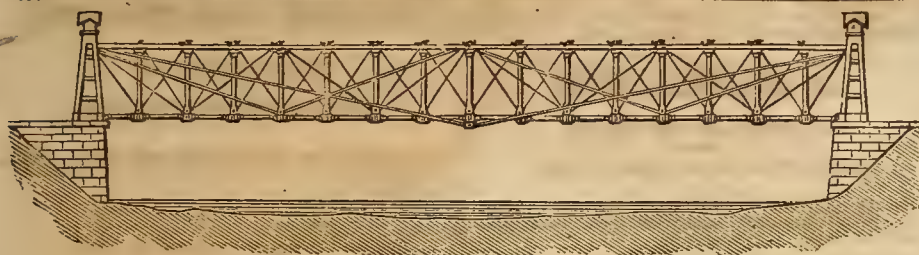
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and all work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings, every description of Copper, Sheet Iron and Boiler Work; and every article pertaining to the repair or renewal of Locomotive Engines.

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Of every description.

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Chilled Railroad Car Wheel, Tyre.

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Chilled Wheels and Tyres

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Railroad Cars

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

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To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

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Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

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GEORGE T. JONES
E. E. Cor. Fourth and Main Sts.

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Railroad, Car and Machine

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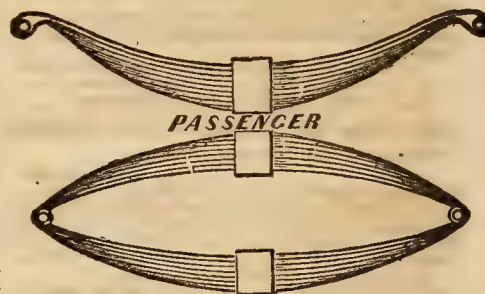
—AND—

MACHINERY OF EVERY DESCRIPTION.

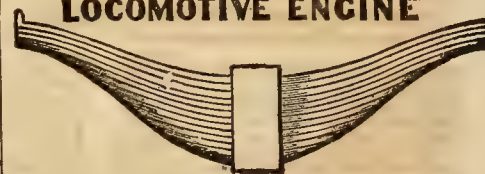
47 West Front St., Cincinnati

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RAILWAY SPRINGS. FREIGHT



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

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Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

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PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only; negotiates Loans and makes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for **SPEED, SECURITY AND COMFORT**, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac At Baltimore with four daily trains for Philadelphia and New York

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Little Miami and Columbus & Xenia Railroads.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Cincinnati Express.....	6 00 A. M.	6 30 P. M.
Mail and Express.....	9 00 A. M.	4 30 A. M.
Columbus Accommodation.....	4 00 P. M.	11 45 A. M.
Morrow Accommodation.....	5 20 P. M.	7 45 A. M.
Eastern Night Express.....	10 00 P. M.	7 50 A. M.

IF Sleeping Cars by Night Express Train.
The Eastern Night Express leaves Sunday night, in place of Saturday night.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	6 00 A. M.	10 05 P. M.
Toledo & Detroit.....	7 00 A. M.	9 45 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Mail and Express.....	9 40 A. M.	6 30 P. M.
Dayton Accommodation.....	2 10 P. M.	9 25 P. M.
Indianapolis & Cambridge City.....	4 00 P. M.	12 25 P. M.
Toledo, Detroit, & Huntsville.....	5 00 P. M.	12 50 P. M.
Hamilton Accommodation.....	7 00 P. M.	6 45 A. M.
Richmond & Chicago.....	6 00 P. M.	7 55 A. M.
Eastern Night Express.....	10 40 P. M.	7 30 A. M.
Hamilton Accommodation.....		7 55 A. M.

Sleeping Cars on the 5 00 P. M. train for Toledo and Detroit. Also on the 6 00 P. M. train for Chicago. Also on the 10 50 P. M. train for the East.

The 10 00 P. M. leaves Sunday, but not Saturdays. Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; B. F. Met House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omni-buses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

	DEPART.	ARRIVE.
Louisville, St. Louis and Cairo Depart.....	7:20 A. M.	8:00 A. M.
Mail.....	7:20 A. M.	8:00 A. M.
St. Louis, Cairo, & Louisville.....	7:50 P. M.	11:00 P. M.
Louisville, Special Train.....	3:45 P. M.	1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. Gaiswiler, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 4:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

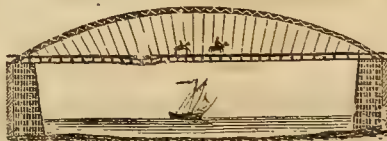
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted). 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.4 P. M. (Express)

On Sundays, 10.24 P. M.
Through connections made for all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. { Editors

CINCINNATI:
THURSDAY, APRIL 26, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrears are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	1:10 A. M.	6:30 P. M.
Mail	9:00 A. M.	6:20 A. M.
Milford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:10 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express	7:30 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail...	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail...	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City	7:00 A. M.	9:50 P. M.
Toledo and Detroit	7:00 A. M.	9:50 P. M.
Dayton and Sodusky	7:30 A. M.	5:10 P. M.
Richmond and Chicago	7:30 A. M.	5:50 P. M.
Dayton Accommodation.....	6:15 P. M.	9:35 A. M.
Dayton Indianapolis and Cambridge City	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....		8:15 A. M.
Richmond & Chicago	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago	7:00 A. M.	9:50 P. M.
"	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:35 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express	6:00 A. M.	6:30 P. M.
Accommodation	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express	9:10 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:20 A. M.

Iron and Iron Manufactures.

In immediate connection with Railroad interests is Iron, and Iron Manufactures. Iron enters into all parts of a Railroad; and in the long run it must be the most costly part of it. Much the largest part of iron used in the Railroads of this country has been imported from Europe. This ought not to be; for this country is full of iron in all sections of it. But, Railroads had to get Iron in immense quantities, and the factories in the United States could not furnish it. Besides this, while labor costs in England but one-half what it does here, iron will cost much less, and therefore, imported iron was cheaper. Railroad companies, like all others, will get iron as cheap as they can. Thus an immense amount of Bar Iron has been imported. But, when Railroad-making became a great business, the Iron Manufacturers commenced making Railroad Iron; and now, this is a regular business, and large amounts of railroad iron are made in this country. We should like to give the history, and Statistics of the Iron Manufacture in the United States, but must here confine ourselves to that part connected with railroads. The products of Bar, Sheet, and Railroad Iron in the United States in the year 1860, amounted to *thirty millions of dollars*, a large part of which went, in some form, into the construction of railroads. The value of *car wheels* amounts to *two millions* annually; and then there are spikes, and chairs, and locomotives, all employing a great deal of iron, in addition to that employed in rails. The following are the Statistics of Bar, Sheet, and Railroad Iron for 1860.

Number of Establishments.....	256
Capital invested.....	\$19,924,473
Tons of Bloom, Pigs, & Ore used, 656,803 tons.	
Cost of raw material	\$19,242,743
Number of hands employed	19,262
Cost of labor.....	\$6,514,258
Total value of Products.....	\$31,888,705
Tons of Iron produced.....	509,084 tons
Tens of Railroad Iron (included above).....	235,107 tons
Average price of Bar & Rail Iron.....	\$62 11

It appears, from these figures, that the value of Railroad Iron made in the United States in 1860, was *fifteen millions of dollars*. This would lay over 2,000 miles of Road. If the manufacture of Railroad Iron in this country has continued at the same rate, it has supplied two-thirds of the rails used; after deducting the quantity required for renewing rails—always a large amount.

We have data in this table for making some estimate of the profits of manufacturing,—thus:

The total cost of labor and raw material's.....	\$25,757,001
Total value of Products.....	\$31,888,705
Excess of Products.....	\$6,131,704

But, from this we must take rents, taxes,

insurance, repairs, and incidental expenses of all kinds. We can only estimate these; but, we should suppose that all these (had debts included) must amount to half the above surplus, if not more. If so, we shall have left \$3,000,000—on \$19,000,000 of capital, which is nearly 16 per cent. There is still something to be allowed, however, for the permanent depreciation of capital. We suppose, in fact, the manufacture of iron must pay fully 10 per cent; and that is as much as any regular business will pay. The aggregate surplus is 31 per cent. on the capital. Merchants who sell at a profit of 25 per cent. gross, expect to make 10 per cent. net profit. The following interesting statistics of car-wheels is from the United States Volume on Manufactures.

CAR WHEELS

Were made in 17 establishments, returned from 7 States, to the value, annually, of \$2,083,350, which was the value of 142,000 car-wheels, including 7,000 wheels, valued at \$87,000, cast in a shop at Worcester, Massachusetts, and included in the statistics of iron castings. The average value was \$14 67 each. In addition to the wheels made at Worcester, which are somewhat celebrated, being made of cold-blast charcoal iron and chilled in sand pits, a large locomotive establishment at Taunton, in the same State, manufactures its own car-wheels, chiefly of the tubular kind. But the principal car wheel factories are in the middle States.

Five establishments in the State of New York, at Troy, Albany, Rochester and Buffalo, made 30,000 car-wheels, averaging nearly 5 to the ton, and valued, altogether, at \$386,550. Four establishments in New Jersey, three of them in Jersey City and one in Warren county, turned out 18,000 car wheels, worth \$271,800. Three factories in Pennsylvania employed a capital of \$503,700 and 121 persons, and made 45,000 car-wheels, valued at \$613,000. The principal one at Philadelphia employed a capital of \$490,000 and 100 hands, and manufactured 24,000 car-wheels, which were cooled by a patent process, and valued at \$270,000, beside 725 axles, worth \$80,000. One factory at Hawley, in Wayne county, made 20,000 wheels, worth \$250,000, and one in Columbia county, 1,000 wheels, valued at \$13,000.

The largest car wheel factory in the United States was at Wilmington, Delaware, and had invested a capital of \$200,000. This celebrated foundry consumed 10,000 tons of iron, and with 200 hands cast 30,000 car-wheels, valued at \$500,000, besides 1,000 chilled tires and 300 tons of other castings—a total value of \$562,000.

An establishment at Cincinnati, with 20 hands, made 1,200 tons of car-wheels, (about 6,000) valued at \$75,000, and one at Chicago, 1,000 tons of car-wheels, or 4,000 in number, worth \$56,000.

Statistics of car wheels produced in the United States during the year ending June 1, 1860.

STATES.	No. of estab-lishments.	Capital in-vested.	Cost of raw material.	No. of male hands em-ployed.	Annual cost of labor.	Annual value of product.	No. of wheels made.
Vermont.....	1	\$25,000	\$8,500	14	\$6,000	\$32,000	2,000
New York.....	5	296,000	235,600	84	34,980	386,550	30,000
Pennsylvania.....	3	503,700	419,800	121	48,300	613,000	45,000
New Jersey.....	4	139,000	142,240	76	33,540	271,800	18,000
Delaware.....	1	200,000	363,500	200	76,800	562,000	30,000
Ohio.....	1	50,000	40,000	20	8,400	75,000	6,000
Illinois.....	1	10,000	43,560	8	2,160	56,000	4,000
Add Massachusetts, (included with iron castings).....	1	.....	.....	.....	.....	87,000	7,000
Total in United States.....	17	1,223,700	1,243,200	523	210,180	2,083,350	142,000

The Manufacture of LOCOMOTIVES is an interesting branch of Railroad business. The total value of locomotives made in 1860 was near five millions. They were then made in seven States; but are now made in others, of which Ohio is one. The largest value was made by 4 manufactories in New Jersey, from which were turned out 166 locomotives, valued at \$1,565,000, of which 765,000 was the product of one of the three factories at Patterson, which made 90 locomotives, employing 720 men. The average value of locomotives is \$8,500 each. As there are about 8,000 locomotives on the Roads, the capital in locomotives amounts to sixty five millions of dollars; or about two thirds and dollars per mile. This single fact explains how very easy it was to be mistaken in the early estimate of Railroad cost. Grading and iron, with a small per centage for contingencies used to be the total estimate for making Railroads; while experience proves it was not over two-thirds of the real cost.

SPRINGS for carriages, cars and locomotives, make a considerable item; but we cannot separate the carriage springs from those of railroad vehicles. The total value of springs made was \$2,117,377; but most probably two-thirds of the whole were for carriages. One factory for car springs in Virginia made to the amount of \$225,000.

The manufacture of spikes and chairs for railroads is important; but we cannot separate the manufacture of spikes from that of nails, and the last is very heavy. One spike and railroad chair factory in Cincinnati produced to the value of \$93,000. The value of railroad spikes and chairs made in Pittsburg came to \$325,000.

The Manufactures in Iron illustrates very well the general progress in Arts, and Mechanical Inventions. Let us take three conspicuous examples. Take for example, railroad rails, locomotives, cars, spikes, &c., &c. Here is Railroad Machinery, costing in the United States, thirty five millions of dollars per annum, which does not date, from 1860, more than thirty five years. Take next the Sewing Machines, the manufacture in these amounts to seven millions, which does not date back more than ten years. Then take Mowers and Reapers, not more than fifteen years old, and we have a manufacture of several millions more; and they are doing a work which could not possibly be done without them. Thus we see, that in the manufacture of iron alone, we have a striking illustration of the progress of material civilization. Perhaps nothing will illustrate better the rapid progress which this generation has made in those arts, which most conduce to comfort and utility.

National Railroad Convention.

As far as it has been practicable, a consultation has been had as to the propriety and importance of holding a National Convention of the Presidents, Chief Engineers, and General Superintendents of all the railroads of the United States, at Philadelphia, on the 4th day of July, 1866, at 11 A. M., and this consultation has resulted in the undersigned uniting in inviting the officers of all railroads in the United States above indicated to meet in Convention on this National day. The immense capital invested and in railways, renders this one of the most important interests of the country. It has been thought that a personal interchange of views between the chief officers of the railroads of the country, in regard to their construction, general management and operation, would be productive of much good to this interest: and with this object in view, this convention is called.

In such a Convention, an immense amount of valuable information will be imparted in regard to every thing connected with railroad construction, management, improvements in machinery and rolling stock of all kinds, repairs of road, the value of advertising and traveling agents, runners, and other expenses of that class, the reforms needed in the free pass system, etc. It is hoped that the assembling of such a Convention may result in establishing rules and imparting information that will save large sums of money, both in constructing and operating railroads.

One of the greatest benefits to result from the assembling of such a Convention will be, that the chief railroad managers from all parts of the country will become personally acquainted. Such a mingling of citizens from all parts of the Union can but be productive of great good in restoring harmony and good feeling among the people of our common country. It seems to us that the assembling of such a Convention will go far toward obliterating the estrangement arising from the deplorable past, and in again uniting all for our whole country.

The chief officers of the railroads in the British Provinces are invited to meet in this Convention, and take part in its deliberations

The Presidents, Chief Engineers, and General Superintendents of all railroads of the United States are earnestly invited to meet in this Convention without further notice than seeing this call in the newspapers of the country

L. M. Hubby, President Cleveland, Columbus & Cincinnati Railroad.

W. H. Clement, President Little Miami Railroad

Ashbel Welch, Vice President and Engineer of the Camden & Amboy Railroad, and Engineer and Superintendent of the Belvidere, Delaware & Flemington Railroad.

David Macy, President and Superintendent of the Indianapolis, Pennsylvania & Chicago Railway.

John Newell, President Cleveland & Toledo Railway Company.

Stillman Witt, President Bellefontaine Railway.

R. N. Brown, General Superintendent Bellefontaine Railroad.

Thomas Bell, General Superintendent Detroit & Milwaukee Railroad and Steamship Line.

J. Edgar Thompson, President of the Pennsylvania Railroad Company.

C. W. Chapin, President of the Western (Mas.) Railway.

Samuel Tate, President of the Memphis & Charleston Railway.

Thomas A. Walker, President of the Alabama & Tennessee River Railroad Company.

W. D. Griswold, President and General Superintendent of the Ohio & Mississippi Railroad Company.

Wm. P. Innes, General Superintendent of the Nashville & Chattanooga Railroad Company.

Samuel Ruth, Superintendent of the Richmond, Fredericksburg & Potomac Railroad Company.

T. Haskins Du Puy, President of the Catawissa Railroad Company, and General Manager of the Catawissa Railroad for the Western Central and Atlantic & Great Western Railroad Company, Lessees.

Wm. F. Reeve, President of the Salem Railroad, New Jersey.

Isaac Hirkley, President of the Philadelphia, Wilmington & Baltimore Railroad Company.

R. D. Rice, President of the Portland & Kennebec Railroad.

J. W. Goodwin, General Superintendent of the Virginia & Tennessee Railroad Company.

William M. Wadly, President of the Central Railroad and Banking Company of Georgia.

S. Chamberlain, President of the Minnesota Central Railroad Company.

C. R. Thomas, President of the Atlantic & North Carolina Railroad Company.

T. B. Blackstone, President of the Chicago, Alton & St. Louis Railroad Company.

E. D. Frost, Superintendent of the Mississippi, Central R. R. Southern Division.

A. S. Buford, President of the Richmond & Danville Railroad Company.

A. A. Perkins, Superintendent of the Portsmouth, Great Falls & Conway Railroad.

George H. Power, President of the Hudson & Boston Railroad.

C. L. Boalt, President of the Sandusky, Mansfield & Newark Railroad.

W. O. Hughart, President of the Pittsburgh & McConnellsville Railroad, Pittsburgh.

H. Watts, President of the Cumberland Valley Railroad Company.

H. D. Whitcomb, General Superintendent of the Virginia Central Railroad Company.

A. Brewster, President of the Norwich & Worcester Railroad Company.

Charles Hunt, President and Superintendent of the Housatonic Railroad.

G. Merrill, General Superintendent of the Vermont Central, Vermont and Canada, and Sullivan Railroad.

William Johnson, President of the Charlotte & South Carolina Railroad Company.

Thomas W. Kennard, Chief Engineer and General Manager of the Atlantic & Great Western Railroad Company.

George A. Parker, Chief Engineer Philadelphia, Wilmington & Baltimore Railroad Company.

Isaac H. Sturgeon, President and General Superintendent of the North Missouri Railroad Company of Missouri.

Benjamin H. Latrobe, Chief Engineer of the Pittsburgh and Connellsville Railroad Company, and Consulting Engineer of the North Missouri Railroad Company.

J. K. Moulton, Chief Engineer of the North Missouri Company.

Robert H. Burdell, President of the Erie Railway Company.

A. S. Diven, Vice President Erie Railway Company.

Annual Report of the Northern Central Railway Company.

To the Stockholders: Your Directors submit the following report of the operations of your road and its branches for the past year, [ending December 31, 1865]:

The receipts of the main line were \$3,315,509 87

Expenses 1,986,716 91

Net earnings \$1,328,792 96

The receipts of the Elmira and W. road \$50,973 31

Expenses 549,344 71

Net earnings \$31,628 57

The receipts of the Shamokin Valley & P. R. R. \$316,499 08

Expenses 200,992 43

Net earnings \$116,505 65

The receipts of the Wrightsville, Y. & G. R. R. \$29,406 92

Expenses 26,944 42

Net earnings \$ 462 50

Showing the total receipts to be \$3,842,388 18

Total expenditure 2,761,498 50

The net earnings for the year \$4,470 689 68

Out of this revenue has been paid:

Interest \$320,547 09

Dividends 314,703 62

Rental of E. & W. R. R. 165,000 00

Rental of S. V. & P. R. R. 83,036 46

Rental of W. Y. & G. R. R. 10,911 82

Taxes 31,065 73

Sinking fund 53,000 00

Extraordinary expenses, main line 28,587 96

Elmira division 215,000 00

The operating expenses for this year have been 65 2-10 per cent. of the earnings, against 68 5-10 last year.

The result of this year is exceedingly gratifying. The statements hereto annexed show an increase of gross receipts of \$307,882 85 over 1864, and an increase of working expenses of only \$67,611 17, leaving a net increase over last year of \$240,271 68. The extraordinary expenses on the Elmira & Williamsport road are large. This is owing to the heavy loss caused by the flood in March last. Fifteen bridges, a number of which were only built in 1864, and a great deal of the road-bed were destroyed, costing (independent of the loss of trade) \$215,000, in addition to the amount we stated in our last report as being necessary to place the road in the condition it was desirable to have it. That road is now in good order, and can be maintained in that condition with ordinary expenditure.

The capital stock of the company now consists of 90,378 shares of \$50 each, amounting in the aggregate to \$4,518,900. The funded debt comprises the following loans:

1st. Maturing October 1st, 1867—6 per cent.	\$150,000
2d. T. Maryland, irredeemable.	1,500 00
3d. Maturing 1870	1,500 00
4th. Maturing 1871	25,000 00
5th. Maturing 1877	500,000 00
6th. Maturing 1875	2,500,000 00
Total funded debt	4,850,000 00
Total debt and stock	9,338,000 00

We have invested for the redemption of the loans \$538,429 73. The accumulated interest on this investment, together with a payment of \$53,000 per annum, will pay off the funded debt as it matures, except the loan due the State of Maryland, which is irredeemable.

The amount of net revenue which it is necessary to earn to meet the interest on our bonds, instalments for sinking funds rentals of leased roads, and eight per cent. dividends upon the stock is \$965,000. The net revenue for this year is \$511,000 *in excess of that amount*, so that if the net revenue be diminished twenty-five per cent. (a state of affairs which is predicted by some as certain to follow the return of peace) we will still be able to meet the interest on our debt, and, if deemed advisable, increase the regular dividends to ten per cent. We, however, do not anticipate a falling off in receipts, but feel confident that the position of this road, located, as it is, through a densely populated country, and with its connections reaching the coal fields, pine forests and oil wells of Pennsylvania, the trade of the Lakes, and the granaries of the West, we may surely not only expect to maintain our present revenue, but anticipate an annual increase.

The through passenger business will necessarily be diminished, but we feel confident that this will be compensated by the increased local travel upon the road. The increase in this business during the last seven years has been remarkable. In 1859 we ran but two passenger trains out of Baltimore—one running through to Sunbury and the other to Harrisburg only. This year we have eight trains leaving Baltimore daily—three of which run to Sunbury, one to Harrisburg, two to York, and two to Parkton; besides these, one between York and Harrisburg, and one between Harrisburg and Sunbury, all of which are paying as well, per mile run, as the two daily trains did in 1859.

The regularity and safety with which the trains are run, and the character of the country through which the road passes, is now, and will in the future induce many of the citizens of Baltimore to seek country resi-

dences along the line of the road; thus securing a regular and profitable business to the company.

The coal tonnage of the Shamokin branch for 1865 was 457,161 17 tons, and for 1864, 332,958 tons—an increase of 124,203 tons for the present year. The demand for this article along the line of the Philadelphia & Erie Railroad is growing, and will, it is believed, cause an increased tonnage during the year 1866. There has also been 69,931 tons of coal carried over the Elmira & Williamsport Railroad. With the ability we will soon have of carrying coal without transshipment from the mines to the Lakes, we may anticipate a large annual increase in this traffic.

The second track has been completed, and is now in use between Baltimore and York. The work upon the double track between Dauphin and Sunbury is almost finished. This portion of our line was very much injured by the freshet last spring, and great delay was caused in consequence of this. It will be ready for the iron early during the coming summer.

In our last annual report we referred to negotiations which were then pending between a committee of the Board and the Mayor and Finance Committee of the city of Baltimore, in reference to an adjustment of the difficulties existing between the company and the city, growing out of an ordinance passed in 1854, relative to the extension of this road to tidewater. We were then confident that a settlement would be made. But the City Council failing to carry out the agreement entered into with the Mayor and Finance Committee, or, in other words, adding to the agreement conditions which we could not accept, we failed to compromise, and the result has been that an ordinance of the city was passed in July last, offering for sale her interest in this company. This interest consisted of four thousand shares of stock and two mortgages, amounting to \$850,000, with interest from April 1, 1863; making in all, \$1,200,000. We became the purchaser of this interest for \$880,000.

This unexpected outlay of money has not caused us any embarrassment, nor do we anticipate any difficulty in carrying it until we shall pay it out of surplus earnings, or by a new loan, as may be determined upon in the future.

At the time of our leasing the Elmira & Williamsport Railroad, in 1863, we contracted, by your authority, with the Erie Railway Company, for the joint use of the Buffalo, New York & Erie Railroad, thus securing a line through from Baltimore to Buffalo. Owing to the fact of this connection, because of that road being of wide gauge, rendering a transfer at Elmira necessary, we have not been able to secure as much business from this connection as we had reason to expect. We have therefore cancelled that contract, in consideration of a lease of the Canandaigua Railroad, which secures a narrow gauge line to Buffalo and Niagara Falls. We do not doubt but that this new arrangement will prove profitable to us, as it certainly will be of great advantage to the city of Baltimore.

Your property is in excellent condition. The road-bed, tracks and bridges cannot be excelled, and are equalled by but few roads in the country. The locomotives, passenger and freight cars are all in the very best order. We have added to the number of station houses along the line, and have endeavored successfully to make the road and equipment perfect in every particular.

We take considerable pride in referring to

the fact that during the last four years we have not had any difficulty with the men in our employment. Although the business has been constantly increasing and the road frequently taxed to its utmost capacity to meet the demands of the trade pressing upon it, the necessities of the Government compelling us to run extra trains almost constantly, thus forcing our employes to perform additional labor, they have done their duty faithfully and well, and to their efforts we are in a great measure indebted for our success.

To the General Superintendent, Chief Engineer, Master Machinist, Supervisors, and all other officers of the road, we desire in conclusion to express our thanks for the able and satisfactory manner with which they have administered their respective departments.

By order of the Board,

J. D. CAMERON, President.

REPORT OF J. N. DU BARRY, GENERAL SUPERINTENDENT.

J. D. Cameron, Esq., President N. C. R. W. Co.—Dear Sir: The appended statements for the year 1865 are respectfully submitted:

Upon examination it will be found that the earnings for the main line and branches amounts to \$4,235,068 16; and the expenses, ordinary and extraordinary, were \$3,264,086 46.

The ordinary operating expenses of the road were 65 2-10 per cent; a reduction of 3 3-10 per cent. for that item for 1864.

The total number of passengers carried was 869,262, and of soldiers, 262,452, making a total of 1,131,714; and the distance traveled by these (excluding the soldiers) was 34,099,503 miles.

The total tonnage of the road was as follows:

Main line.....	746,043 tons.
Elmira & Williamsport road.....	155,115 "
Shamokin road.....	533,228 "
Wrightsville road.....	46,171 "
Total.....	1,481,557 "
Tonnage in 1864.....	1,20,639 "
Increase.....	13%,518 "

The Engine mileage was as follows:

Passenger service, 497,480; Freight service, 104,244; Distributing trains, 101,891. Total, 1,642,015 miles, at a cost per mile run for passengers, 14 48 100 cents; repairs, 12 88-100 cents; fuel and stores, 1 88 100 cents. Freight repairs, 17 26-100 cents; fuel, 20 27-100 cents; and for stores, 2 25 100 cents. Total passengers, 28 51-100 cents; freight, 39 65-100 cents.

The double track has been completed from Baltimore to York—57 miles—and has greatly relieved that portion of the road which has been so heavily taxed.

The grading for the double track between Dauphin and Sunbury is nearly completed, and the track can be laid in the spring. The condition of the road has been fully maintained during the year.

The motive power and cars of the company, both passenger and freight, have been kept in the best condition. Very extensive repairs have been made upon the engines, in renewing the fire-boxes; the heavy tax upon them by constant and unremitting use for the last four years having been very damaging. The cars were never in better order, nor was there ever a time in the history of the company when so few were out of service.

The valley of the Susquehanna was visited with a terrific flood in March last—the most destructive ever known in that river—resulting in great injury to portions of our road

Our main line in the vicinity of Sunbury suffered most severely. This flood extended to the Lycoming valley, and along the Chemung river, on the Elmira division. The section of 25 miles between Williamsport and Ralston was inundated nearly the whole distance, washing some embankments entirely away, carrying off four bridges, and so damaging eleven others as to involve their being rebuilt. The entire damage to the road was great, and an expenditure of some \$135,000 was rendered necessary in renewing banks and rebuilding bridges. This, together with the loss of business consequent upon the destruction of the Philadelphia and Erie Railroad bridge across the Susquehanna near Williamsport, and other work on the road, (absolutely necessary,) has caused an expenditure on that division to exceed the receipts. It is hoped, however, that the road can be worked without loss during the year 1866.

Very respectfully,

J. N. DU BARRY, General Superintendent.

Southern Railroad Enterprise.

A project is under way, says De Bow's Review, for building a road from Cincinnati to Knoxville, Tenn. The Chamber of Commerce of the former city agreed to furnish \$1,000,000, conditioned that Tennessee would find the remainder. The road is to be finished in two years. Another road is projected from Kentucky, through Memphis, into communication with the Gulf roads, and another between Montgomery and Nashville. The road from St. Joseph, Mo., to Galveston, six hundred miles long, is likely to be begun before long. Another railway is building between Little Rock and Memphis, in which General Sherman wishes to employ the force of negro regiments of Arkansas. A road has been begun between Alexandria and Fredericksburg, Va., fifty miles long, running near to Mt. Vernon. The Baltimore & Ohio R. R. Company propose building from Lynchburg to Danville, Va. Another road will soon be built from Harper's Ferry to Salem, where it joins the Virginia and Tennessee roads. The Manassas Road Company is beginning to rebuild its bridges, and the Leesburgh road is getting ready to run. A new road will soon be finished from Washington to Point Lookout. The North Carolina roads are being renewed, and trains will be soon run from Richmond to Memphis. Charleston is to be connected with the Ohio River by the South Carolina road, and the Atlantic and Gulf road is being pushed by shipments received at Savannah. The road from Savannah to Augusta via Milledgeville, is due now, but that from Savannah to Macon awaits awhile. The Mississippi Central progresses. The Edgefield and Kentucky, the Virginia and Tennessee, Mississippi Central and Memphis and Charleston roads, had \$1,075,000 appropriated to them at the last session of the Tennessee Legislature. The Iron Mountain road of Missouri is being repaired, and the Vicksburgh and Shreveport will soon be running again. The Memphis and Ohio road is now running over the Natchez River to Brownsville, in the first time for some years. The New Orleans, Jackson and Great Northern and the Mobile roads are both being pushed forward to completion.

Scotch papers report the finding of deposits of petroleum in that country, and the making of fortunes by the holders of land in the oil districts.

On the Alleged Best Route for the First Pacific Railroad.

Col. Anderson, formerly commander in the Military District of Arizona, and son of the late Governor of Ohio, recently published in the *Ata California* a long article on the Pacific Railroad, from which we make the following extract:

San Francisco being the great centre of capital and commerce on this coast, it is taken for granted that this will have to be the western terminus of the road. For like reasons the road should connect with the eastern system of railways, somewhere in the vicinity of Kansas or Leavenworth. I contend that the route I am about to describe is as short as any other yet proposed between this place and Kansas; that it has easier grades and fewer curves than any route further north; and that it has more and better timber, grass and water, has greater facilities for obtaining and transporting supplies and material of all kinds, and opens up more farming land than any other route whatever. The proposed route passes from San Francisco to San Jose, through the Pacheco Pass into San Joaquin Valley. It ascends this valley and leaves it through either the Tejon, Tahoe-chay pah, or Walker's Pass. From thence it crosses the level country to the bend of the Mohave river. From this point it follows nearly the route marked out by Whipple to the crossing of the Colorado river. From this point, instead of making the great detour up the valley of Bill Williams' Fork, as proposed by Whipple, a direct northeast course is taken until Whipple's road is intersected a few miles west of Cactus Pass, of the Aztec Mountain (Juniper Mountain). From that point, Whipple's road is followed through the Pass between Bill Williams' and San Francisco Mountains up the Colorado Chiquito, through Campbell's Pass to the Rio Grande. Instead of crossing the river at Albuquerque, the road should turn to the northeast, crossing at San Felipe, and ascending Galisteo creek to Galisteo. From Galisteo the route passes to Fort Union, New Mexico, by the way of Apache Canon, San Jose and Las Vegas. From Fort Union the Great Prairies are crossed by the way of the Cimmaron river the lower crossing of the Arkansas and Fort Riley, which is the old Santa Fe and Independence wagon road.

THE FEATURES OF THE ROUTE—I am aware that most of the names and localities mentioned on this route are but little known in the United States, I shall attempt to give a hasty description of some of the features of this route, as I have traveled over all of it except the region between Pacheco Pass and the Bend of the Mohave. If I am correctly informed, the difficulties to be surmounted in building a railroad from San Francisco to the head of the San Joaquin Valley, are insignificant; Pacheco Pass is said to be a very favorable one. The San Joaquin is level throughout nearly its whole extent. Timber can be obtained in the Sierra Nevadas in abundance. For the purpose of lessening the distance to the source of supply of timber, it would be better for the road to pass as near the Sierra Nevadas as practicable. With this view, Walker's Pass would be the best of the three named—all other qualities being equal. It is not pretended that the best of these passes has been discovered or surveyed. Nothing but an elaborate survey could determine that point satisfactorily. Either one of

the three could be used, without making much of a detour. I am credibly informed that the Walker's Pass has a very gradual ascent and descent, and that it is quite wide and open, so that no expensive cuttings or fillings would be required. Fine timber is close at hand, and abundant. The snow rarely falls to a greater depth than eighteen inches. Tejon Pass is said to be very much of the same character, but is much the lower of the two. Walker's Pass is said to have an elevation of about 5,000 feet, and Tejon Pass only about 1,600 feet above the sea. The district between these passes and the Bend of the Mohave is described by Whipple as a "prairie country." It is about sixty miles in extent. The country between the Bend of the Mohave and the Colorado is the worst over which the proposed road would have to pass. It is about two hundred miles in extent, and is entirely destitute of timber after leaving the foot-hills of the Sierra Nevadas.

No apprehension need be entertained with regard to water on this route. There is every reason to believe that an abundance can be obtained by shallow wells, if the present supply is insufficient. The grades on this section, as determined by Whipple, are heavier than at any other part of the route. The average grade from Mohave Bend and Soda Lake is eighteen feet; but between Soda Lake and the Colorado there are two grades of seventy-five feet, one ascending and the other descending. There is a probability that by following the present wagon road a much easier grade could be obtained, without much increase in distance. But even if the grades mentioned are unavoidable, they are short and by no means a formidable obstacle. For much the greater part of this distance the grades are uniform and easy, and very little cutting would be required. Much of the country is prairie. The amount of the bridging required for this part of the road is remarkably small. Good building stone can be obtained at convenient distances along the road. Timber can be cut in the mountains on the Colorado river from one hundred and fifty to two hundred miles above Mohave, and rafted to the railroad crossing, to be hauled east and west along the road. This is the worst part of the road between the Sierra Nevadas and the Great Plains, yet how favorably it compares with the section of the northern route between Virginia or Canon City and Salt Lake. The latter country is described as being almost, if not quite, as barren as the Mohave Desert. It is about six hundred miles in extent, and is entirely destitute of timber. Even the neighboring mountains are said to be bare. This vast desert can only be reached by long and bad roads. Railroad ties would be worth their weight in silver by the time they were laid. Railroad iron, provisions and tools would cost proportionally. The prospect is enough to close the pocket of the most venturesome capitalist. Yet the greatest difficulties have to be surmounted between Salt Lake and Denver.

TRANSPORTATION, GRADES, ETC.—To return to the route under discussion; the iron and supplies of all kinds for the road from Camp Cady to Campbell's Pass in the Rocky Mountains, could be cheaply transported by steamer up the Colorado to the railroad crossing. From the Colorado to the Sacramento Mining District, where timber abounds, it is sixty-five miles. The grade is easy, it being over prairie or gently undulating country most of the way. The road leaving Beale's Pass to the north, ascends the valley of Meadow creek. This part of the route has never been

surveyed. It would intersect Beale's and Whipple's road near what is now known as "Fort Rock Springs." There is a grade in part of the next thirty miles of fifty-one feet. Between that and Aztec Pass, there would be one grade as high as sixty-five feet. In the next hundred miles a short grade of fifty feet occurs; also grades of thirty, forty, forty-five and forty-six feet, respectively. These grades are not so long as to interfere with the travel on the road. Timber of good quality abounds from Sacramento to the San Francisco mountains, a distance of one hundred and sixty miles. There is no difficulty about water there. It is one of the finest grazing countries on the continent. Many of the little mountain valleys are fertile and can be cultivated to advantage. After leaving the San Francisco mountains, the road descends into the valley of the Colorado Chiquito. This is destitute of good timber, nothing but cottonwood being found near the road. The Mogollon mountains, in which this stream rises, are however heavily timbered, and in the spring lumber could easily be rafted down. Unless this precaution were taken, it would have to be drawn thirty or forty miles. The road follows this valley with a uniform grade of six feet to the mile for about eighty miles. It then ascends the Rio Puerco of the West, with a maximum grade of thirty feet for eighty or ninety miles, till Campbell's Pass is reached. Water may possibly be scarce for the first twenty-five miles of this distance. There is a canon six or eight miles long near the mouth of the Rio Puerco, which may be avoided, if necessary, by a detour of ten or fifteen miles to the east, keeping in the prairie country. The Valley of the Puerco is then open and flat all the way to the Pass. While in Campbell Pass, it requires close observation to tell whether you are on the Pacific or Atlantic slope. One is not prepared to realize that the open country he is traveling through is on the dividing ridge of the Rocky Mountains. I have never heard of snow falling there to a greater depth than a foot, and never heard of the ground being covered longer than a week.

From the Sacramento mountains to the Colorado Chiquito, and from the mouth of the Puerco to Cubero, fifty miles east of the Pass, the grazing is all that could be desired. In those regions the gramma grass abounds. This remarkable grass preserves its nutritive qualities during the whole year. In the valley of the Colorado Chiquito the grazing is not so good; in winter it is poor. The grass is the rank variety known to the Mexicans as "sacaton."

From Campbell's Pass the descent is made by a maximum grade of thirty-five feet. After leaving Campbell's Pass no heavy work would be required until the vicinity of the town of Laguna is reached. Here a tunnel, a half or three-quarters of a mile in length, through sandstone, will have to be made. This is about fifty-five miles from the Rio Grande. Between the Pass and this point water is abundant, as the road follows the little stream called the Gallo or San Jose over half the distance. Three miles from the tunnel the road will probably have to leave the stream, and from there to the Rio Grande water is not so abundant and is of poor quality. For twenty-five miles west of the Rio Grande the grazing is poor, almost worthless. From the tunnel to the river the grades are easy and the expense of construction would be slight. Along the Puerco of the West to Campbell's Pass, and from thence to Cubero, timber abounds. From thence to the Rio Grande it

is scarce. Cedar for ties can be found in small quantities at several points near the road. The Rio Grande is crossed where it is about one hundred and fifty yards wide, and not over five feet deep, with a rocky bottom and abutments. After leaving the Rio Grande the country is hilly and would require a good deal of working for fifty miles, although no one point would require a heavy outlay, and no steep grades are necessary. From Las Vegas to Kansas City the country is open. As far as the construction of the road is concerned, Fort Union, which is about a hundred miles from the crossing of the Rio Grande, may be said to be on the edge of the Great Plains. For one hundred and fifty miles east of the Rio Grande the road passes through or near settlements, and timber is on or near the road all of that distance. Owing to the vicinity of the Gullinas or the Raton mountains, northeast of Fort Union, timber can be obtained farther east on this than on the Denver route.

As to the farming lands on this route I think I am safe in saying that the Valley of the Rio Grande alone, above El Paso, can easily support one hundred and fifty thousand people, and that the Valleys of the Lower Colorado and Gila can produce subsistence for at least fifty thousand more. Besides, there are innumerable little mountain valleys that are capable of producing cereals as fine as any in the world. The quality of the wheat that is raised by the pueblo and wild Indians, with their rude method of cultivation, is astonishing. The grass of these regions is another source of wealth. Last year, when the cattle of this State were starving by thousands, the grass in the mountains of Arizona was green and luxuriant. I have laid great stress on the existence of this grass. Those who have crossed the plains, or who have lived much in the arid latitudes of the Rocky Mountains, know what an important element in the construction of this railroad the presence of good grass is. In those remote regions, where innumerable teams would have to be employed, it is impracticable to feed them with full rations of corn or barley, and good grazing is almost indispensable. Then, in this State, the rich lands which I am told lie idle along the San Joaquin and about Tulare Lake, would be rendered productive. The road up Owen's Valley, which was suggested in your issue of September, could then be built as a branch to this. When the road once emerges on the prairies, it is claimed that it is on the same footing with the Denver route, except that its timber extends, as already stated, further east, and that being further south it will not suffer so much from snow. In this last respect this route is beyond all comparison superior to the other. There is reason to believe that trains would never be delayed a day by snow, between Fort Union and San Francisco. This can hardly be claimed for a more northern road. Large supplies of fresh meat would be required for the workmen on the road. This route could be easily and cheaply supplied by the countless herds of Southern California, New Mexico and Texas. No such great bends are necessary in this road as in the other, and I therefore have ground for asserting that it will be at least as short as its northern rival. The vast bulwark of the Mogollon mountains, which extend east and west almost from the Colorado to the Rio Grande, would effectually secure the road from falling into the hands of enemies from Mexico. Practically, this is as central a route as any other. It is in no sense a southern route.

Union Pacific Railway, Eastern Division.

EASTERN DIVISION, Jan. 22, 1866—*John D. Ferry, President*: From the report of Mr. George T. Wickes, who had charge of the surveys of the route for this road, from Fort Riley to Denver City by way of Smoky Hill Fork, as compared with the results of surveys by Mr. P. Golay, of the route up the Republican Fork of the Kansas river to near the 100th meridian of longitude, it is unmistakably evident that all the advantages for a favorable and remunerative line for this great national highway are in favor of the route by way of the Smoky Hill and Big Sandy Fork of the Arkansas river to the city of Denver. The Smoky Hill route is 134 miles the shortest, has largely the advantage in grades and directness, has coal of superior quality, more timber, and occupies by far the best geographical position to accommodate the extensive trade of the States of New Mexico and Colorado, as well as the great overland carriage to Salt Lake and the Pacific Ocean. It is also self-evident that the Smoky Hill will in future command a much greater local traffic than by the Republican and Platte to Denver. Extensive coal fields have been found on this route which demand immediate and careful examination by competent geologists.

The table of grades of the line by the Republican as far as surveyed (181 and 53-100 miles), are very favorable, but not more so than the same distance on the Smoky Hill, while from reliable information it is evident that from the point where Mr. Golay terminated his survey, near the 100th meridian, to Denver, the country is much more abrupt, and requires higher grades on this northern line, and not as favorable for constructing roads as the Smoky Hill route. This route also has no coal, less timber, in short, is in every way the least desirable route.

The entire length of the line by the Smoky Hill, from Fort Riley to Denver City is 466 miles; from Missouri State line 601 and 3-10 miles.

On this line there are 108 miles of level grade, and 376 miles of grade less than 40 feet per mile, and no grade need be over 65 feet per mile.

The distance from Fort Riley to Denver City by way of Republican and Platte river is 600 miles. Owing to the lateness of the season no surveys were made west of Denver City; much reliable information, however, has been obtained, and we feel confident that the best route over the mountains to Salt Lake is in the immediate latitude of Denver.

Immediate preparations should be made for extensive instrumental surveys from Denver to Salt Lake during the coming season. These surveys were commenced about the middle of September, and conducted with commendable skill and energy.

Mr. Wickes carried a connected chain of measurements and levels for four hundred and seventy five miles in less than two months, a performance entitling him to much credit.

R. M. SHOEMAKER,

Chief Engineer.

THE Canandaigua and Niagara Falls Railroad, which has, for several years, been operated by the New York Central Company, has become the property, by lease or purchase, of the Pennsylvania Railroad Company, which management will secure to the latter company the control of a direct railroad line between Philadelphia and Niagara Falls.

Manassas Gap Railroad.

E. C. Marshall, the President of the above road, in his report to the stockholders at their Annual Meeting, held in Alexandria on the 14th of April, in speaking of the losses of the Company and its present condition says:

"In May, 1861, the United States army took possession of 1,060 tons new rails which, at the time, were bonded in the Custom house here; and that on the 9th of March, 1862, when General J. E. Johnston evacuated Manassas Junction, they (the company) had little or no notice, and in consequence of which they lost all the rolling stock nearly upon the whole line from Manassas to Mount Jackson. At different times in 1862, General Stonewall Jackson had all the bridges burned along the line, and destroyed the entire road between Strasburg and Piedmont a distance of twenty seven miles. In the fall of 1864, the United States Government, upon changing the base of General Sheridan's supplies from Manassas to Harper's Ferry, took up the rail on the track between the Junction and Piedmont, a distance of thirty-three miles, and laid 2,600 tons on the Winchester and Potomac Road. These losses, viz: 4,000 tons of rails, all the bridge superstructure, nearly one hundred cars of all sorts, together with the cross ties, are estimated at \$500,000. An inventory of the company's property at Greensboro where they had a repair shop, at Alexandria, Staunton, and along the line of the road, was made by Mr. Denmead, which exhibits the fact that all the engines that previously belonged to the company are still in its possession and also 45 cars. The whole value, however, is only estimated at \$89,000. The Government had possession of rails belonging to this company which it refused to return, with the exception of about 450 tons. The rails of this road that have not been returned are now in the use of the Winchester and Potomac and Pennsylvania roads.

"The financial condition of the company, it seems, has undergone no material change during the war, with the one important exception of accumulated interest on bonded and floating debt. Payments in confederate money on coupons, interest and other debts, have been made on the amount of \$105,434-28, and since the close of the war other debts have been paid out of State stock belonging to the company. The following is their financial statement:

Mortgage bonds sold.....	\$830,000
Floating debt.....	60,000
Contractor's approximate.....	40,000

"At this meeting a resolution was offered that the President and Directors be authorized to borrow \$1,250,000, at a rate of interest not exceeding 8 per cent., and to execute coupon bonds, to be secured by a mortgage on the rolling stock, other personal property, and franchise. It was referred to a selected committee of stockholders, who, at the re-assembling of the meeting in the evening, recommended that it should be adopted.

A FEARFUL INSTRUMENT OF WAR—The *Gazette Mids* says that a new torpedo of a more destructive kind than any known has just been tried at Toulon with full success. The *Vauban* man-of-war, attacked by a boat 20 feet long, armed with a spur and fulminating torpedo, was lifted 3 feet out of the water, and instantly sunk; an enormous hole in her keel being caused by the torpedo. The charge of powder was only 6 lbs.

Association for the Advancement of Science.

SECTION ON "ENGINEERING," APRIL 3.

The subject was "The Broadway Railway Plans." Mr. J. K. Fisher read a short paper, advocating a cast-iron tunnel, to be driven on a dead level below the sewers, pipes, and other structures, and to be worked by impulsion at the stations, aided by air-engines on the cars, to stop them by pumping air into reservoirs; the same air to aid in starting. These views Mr. Fisher has given elsewhere, and they have been reported in our columns.

Mr. A. W. Craven, chief-engineer of the Croton Water Department, having been asked to give his views, remarked that he occupied a delicate position as an officer whose duty it was to guard the Croton Water-works and the sewers. He had never spoken on the matter except in answer to a resolution of the State Senate. Mr. Robinson's plan for a railroad under Broadway was, he thought, very objectionable, because it would interfere with the pipes, including the mains, from which the great supply of water comes. Without these mains, citizens would be put on short allowance, factories would stop, and there would not be enough water for the fire department. Side pipes would be inadequate. In fact he thought the damages to be claimed from the city, if these pipes were disturbed, would amount in the aggregate to \$100,000,000. The cost of reconstructing the pipes to be disturbed would be about \$90,000.

Mr. Crane, an eastern railway manager and projector, said that the movement and distribution of freight in New York City is a matter of national importance. The present cost of handling and cartage is enormous, and a great impediment to commerce. It adds so much to the price of commodities as to lessen export considerably. And the want of cheap and fast passenger carriage compels laborers to pay high rents for poor lodgings; consequently their wages must be high; and the wages of the men engaged in traveling, as well as the excessive cost of cartage, must be added to the price of produce; which in turn increases the cost of living. To remedy all this he proposed to bring all the freight trains down through a tunnel to the lower part of the city, and to arrange so that cars can go to the piers, alongside of vessels, and their freight can be unloaded from them into the vessels, and freight from vessels that is to go into the interior can be unloaded from them into the cars. Thus great cost of cartage and handling would be saved. For three hours in the morning and three in the evening the tunnel should be given up exclusively to passenger traffic, so that laborers could quickly and cheaply go from their homes to their work and back. All the rest of the time it should be for freight trains; and the mid day passenger traffic should be chiefly left to the ordinary conveyances, which are sufficient for it, or may be made so. The line of tunnel he proposed is from the present Harlem Railway tunnel, down under the Bowery and Chatham Square, to the low region on the east of Chatham street, where there would be a vast depot, sufficient to accommodate the three great railways. From this depot there may be short lines to the docks, and to other points, if required.

Mr. Crane did not believe the underground line of Broadway would supply the present wants. The greatest want is a distribution of freight with the least possible breakage of bulk, handling, cartage, and loss of time.

The locomotives must run to the lower depot. The trains can carry the goods for four mills per ton per mile; but handling and cartage costs enormously, often more than the railway transportation.

Several other gentlemen spoke as to the possibility of a deep tunnel. Dr. Gale, in reply to statements that rocks would prevent it, said that in 1838 he was engaged in a survey of the island, and he could say confidently that rocks would not interfere below Twenty-fourth street. It was maintained that the rocks could be tunneled without blasting, by machines that are already in use; and that the stone cut out would be saleable, and pay a considerable part of the cost.

There was a large audience, and great interest was manifested in the discussion. The subject is to be continued at next meeting. —*Amer. Artisan.*

RAILROAD ITEMS.

A bill has been introduced into the New York Legislature requiring every railroad corporation to have leather aprons to connect passenger cars, properly secured to each of said cars, and that all passenger cars shall have guards or fenders at the side of the wheels so as to cover the same, and throw off all objects that might otherwise come in contact therewith. This is a step in the proper direction; every possible precaution should be taken by legislative enactment or otherwise to prevent accidents, and to render more secure railroad travel.

RAILROAD ON WEST SIDE LAKE CHAMPLAIN.—The project for a railroad on the west side of Lake Champlain, from Plattsburgh to Whitehall, has been agitated by the people of that section of the State for some time past. Early in the session of the State Legislature, Mr. Weed, of Clinton, introduced a bill giving State aid toward the enterprise. It provided that whenever ten miles of the road should be completed, the State should aid the committee by paying them at the rate of five thousand dollars per mile.

The bill came up for a third reading in the Assembly, and was passed by an affirmative vote of seventy-four. The measure is an important one, and the construction of a road on the route indicated, will give a large section of country a thoroughfare to market at all seasons of the year.

THE Lansingburg gas works, near Troy, N. Y., recently made some interesting experiments in manufacture of gas from peat. The peat used was taken from the bed about three feet below the surface, dried in the sun, without pressing, and thrown into the retort. The gas was pronounced to be in every way superior to that made from the best coal. It gave a whiter, clearer, and much stronger light and stood the chemical test well. Several trials have been made with the peat, each of which were successful. The bed in Brunswick covers ten acres, and is about, on an average, ten feet deep. Below the peat is a marl bed, which has not yet been explored.

The Waterloo (Iowa) *Courier* has information that the Chicago & Northwestern Railroad Company has purchased the Cedar Valley & Minnesota Road, and that the grading from Cedar Rapids to Waterloo will be put under contract immediately.

UNION PACIFIC RAILWAY—EASTERN DIVISION.—At the annual meeting of the Union Pacific Railway Company, Eastern Division, held on the 12th inst., the following gentlemen were elected Directors for the ensuing year:

John D. Perry, St. Louis; Adolphus Meier, St. Louis. John P. Devereux, St. Louis; Thos. L. Price, Jefferson City; George Partridge, St. Louis; William H. Clement, Cincinnati; H. J. Jewett, Zanesville, Ohio; Thomas A. Scott, Philadelphia; and John McManus, Reading, Pennsylvania.

At a subsequent meeting of the Directors, the following officers of the Company were chosen:

President, John D. Perry; Vice President, Adolphus Meier; Superintendent and Chief Engineer; R. M. Shoemaker; Secretary and Treasurer, W. J. Palmer.

The Pennsylvania Railroad Company have now running in connection with their road, three first-class steamships plying between Liverpool and Philadelphia. Since the opening of this line, they have had more business than they have facilities for attending to, and two more steamers are to be added to the line as soon as they can be built.

The Northern Central Company have leased the Northern Division of the Erie Railway; and the road will be closed for eight or ten days, to enable the lessees to change the track to correspond with their narrow gauge.

The United States Circuit Court, at Milwaukee, Wis., has affirmed the judgment in the case of Selch Chamberlain vs. the Eastern Division of the La Crosse Railroad, for principal and interest amounting to \$1,000,000.

The new railroad bridge at Watertown, Wis., over the Rock River is finished, and trains are now passing over it.

The Hamilton (C. W.) *Times* says that the Great Western Railway has determined to lay a third rail from Suspension Bridge to Windsor, to accommodate through freight.

A New Hampshire Railroad is about to adopt the plan of charging twenty cents extra upon all fares paid in the cars; the passengers so paying is to receive a check from the conductor entitling him to a return of that amount upon its presentation at any ticket office named upon the ticket. From this it would appear that it is difficult to raise honest men in that State, or if they do raise them, they don't like to connect themselves with railroads.

A daily line of Concord coaches has been established between Omaha and Salt Lake, and a tri-weekly fast freight line.

PETROLEUM ITEMS.

OIL CREEK RAILWAY.—The work of constructing is being pushed on along the line of this road between Shafter and Petroleum Centre with considerable energy, and the road will soon be in working order to the latter point. The freight cars already run down to Funkville, or within one mile of the Centre, while workmen are busily engaged in completing the bridge over Oil Creek at Funkville. After which, as the grading is entirely completed, the cars will probably commence running in a few days. —*Reno Times.*

OIL CREEK RAILROAD.—The following is a summary of the business expenses and profits of the Oil Creek Road during the years 1863, '64 and '65.

	1863.	1864.	1865.
Capital Stock.—			
\$473,000 00	\$627,650 00	\$753,100 00	
Gross earnings—			
337,453 06	518,496 52	1,004,944 76	
Expenses other than for construction & equipment including payment of interest on bonds....			
233,762 72	294,262 96	663,810 56	
Net earnings.....			
104,690 34	254,133 56	341,094 20	
Profits to each y'r's stock.....	22 per ct.	53 per ct.	54 per ct.

The increase of stock from year to year is made solely from earnings, a part thereof having each year been applied to the extension of the road. Still the amount of increase given does not represent all of the earnings which have been applied to that.

A well at Balston Spa, New York, is now 580 feet in depth, having already produced gas and mineral water. The Tools are now in a sort of black substance, soft and oily.

The House of Representatives has agreed to the amendment of the Navy Appropriation bill appropriating \$5,000 to test petroleum as fuel.

MONETARY AND COMMERCIAL.

There has been no change worthy of note since our last week's review of the Money market. In the absence of any unusual demand, with a good supply of currency, no difficulty is experienced in obtaining money on satisfactory paper at moderate rates. The gold market has varied from day to day, but is without any serious change. It was anticipated that it would have been lower by this time, but the needs of those who have been selling short has had the tendency to temporarily sustain prices. The Government will, on the first of May, have to pay out for interest on the 5-20s about \$22,000,000 in gold; this alone, it is true, is but an item in the market, yet it will have its influence, and when we take into consideration the appreciation of our bonds in the European market, the influence on gold must be considerable.

The demand for exchange is still in advance of the supply, making it necessary for bankers to ship currency to keep up their balances. The following are the regular quotations:

	Buying.	Selling.
New York Exchange ...	50@75c per M.	100c per M.
Philadelphia.....	5 @71c per M.	100c per M.
Boston.....	5@75c per M.	100c per M.
Baltimore.....	par.	100c per M.
Silver.....	17@19c prem.	18@20c pr.
Gold.....	26@36½ pr.	26½c pr.
Certificates.....	1c dis.	par.

Business generally throughout all the departments of trade, has been good during the week, although buying is done with a large share of caution. In flour, grain, and provisions there has been a tendency to a speculative feeling, giving tone and firmness to the

market, with a slight advance in prices. The small surplus of last year's crop of wheat, and the injury done to winter grain by the frost, has induced many to believe in high prices of breadstuffs, but we trust that the returned farmers' sons who have done so much for the salvation of their country thus far, have and will devote their best energies to put every acre under cultivation, and remember the old adage that "he that maketh two blades of grass to grow where there was but one, is greater than the conqueror of a city," and fully disappoint the hopes of speculators, and produce cheap food to be immediately followed by cheap goods.

Of the New York market the *Tribune* says:

Money on call is growing in abundance at still lower rates. Large amounts are offered at 4 per cent., and as low as 3 per cent would be accepted for round sums. The hesitation of the Treasury Department in proposing a funding scheme, the fear of the cholera, which checks the desire to make long engagements, and the fact that the West will not make its usual large demand upon the Atlantic cities for currency to move the crops, unite in producing an accumulation of money on call such as has rarely if ever been known in this city. The Government shows no disposition to retire the hundreds of millions of currency produced by it under the stimulus of the Rebellion, and it is steadily finding its way to the commercial centers, where it will not long remain idle. The purchasing power of paper money is greater than at any time since the Rebellion was in full progress, and it is consequently more dangerous. A paper dollar and a gold dollar now stand at 100 and 126 instead of 100 and 280, and unless the amount of currency is reduced, the year 1866 will witness as rampant speculations with specie tending toward par as when the Government issued its millions of credits per day, and gold promised to touch the premium reached in the "Confederacy." The activity of war, which fully employed every dollar of currency the Treasury could command, has been succeeded by the repose of peace, reduced prices of commodities, and a consequent diminished employment for currency. The Money market presents the anomaly of an excessive amount of capital seeking use in short engagements, at nominal interest, with a general indisposition to engage in new commercial enterprises, or to buy long paper representing the business of existing houses. This condition of affairs has been produced by the bold theories of the Secretary of the Treasury, and his neglect to reduce them to practice. People will soon tire of waiting for the Treasury or the cholera; and enter into new short speculations such as an abundance of idle money never fails to stimulate.

Government stocks were strong and not affected by the decline reported in London caused by a panic in Frankfurt. The transactions were large in 520s, of which \$500,000 of the issue of 1862 sold at 105½. The 1040s took another upward turn and sold at 95½. For 730s the demand was good at 101½ @ 102. New York State Bounties sold at 101½. Railway mortgages were wanted at full prices. Bank shares were only offered in small parcels. The general share market was excited, with a large business at higher rates. The defeat of the bill for the relief of the New York Central caused a decline of 1½ per cent. in the stock, which freely offered at long sel-

lers' options. At the improvement there was a good deal of realizing, and part of the advance was lost, Michigan Southern falling 1½ and Pittsburg 1 per cent. At the reduced quotations buyers appeared and the market recovered quite rapidly. At the Second Board prices were steady, and more disposition was shown to operate than for a long time. The last prices were as follows: Canton, 54½ @ 55; Cumberland Coal, 44½ @ 45; Quicksilver, 53 @ 53½; New York Central, 92½ @ 92½; Erie, 73½ @ 73½; Hudson River, 109 @ 109½; Reading, 104½ @ 104½; Michigan Southern, 83½ @ 84; Cleveland & Pittsburg, 83½ @ 83½; Cleveland & Toledo, 104 @ 104½; Rock Island, 121 @ 121½; Northwestern, 28½ @ 28½; do. Pref. 58½ @ 58½; Fort Wayne, 100½ @ 100½.

On the evening of the 10th the following were the closing prices of American securities at London:

	Closing Prices
New York Central, \$100 shares	65 @ 70
Panama Railroad Bonds, Second Mortgage 1872, 7 per cent.	100 @ 102
Pennsylvania Railroad Bonds, Second Mortgage 6 per cent. x. c.	80 @ 82
Pennsylvania Railroads, \$0 shares	38 @ 42
Philadelphia & Erie, First Mortgage, 1861, 6 per cent. x. c.	72 @ 74
Philadelphia & Erie, First Mortgage, 1861, 6 per cent., with option to be paid in Philadelphia, x. c.	72 @ 74

CIVIL ENGINEERS

About taking the field or otherwise engaged, can obtain the services of several assistants, thoroughly drilled in draughting, surveying, levelling, railroad location, calculation, &c., &c., being about to graduate in the Engineering Course of Union College; some of them, though well qualified to run level or transit, to lay out railroad curves, &c., would be willing to commence as rodmen or in similar positions.

Address

PROF. GILLESPIE,
SCHENECTADY, N. Y.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

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Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

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KENTUCKY

Silver Lead Lands,

FOR SALE BY

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OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.
Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Asst. Superintendent.

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The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL-
ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.

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Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9.40 A. M., and 10.50 P. M.
Arrive at Cincinnati.....6.30 A. M., and 7.00 P. M.
The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of C. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 69 West Fourth
street, Cincinnati.

D. McLAREN, General Superintendent.

E. F. FULLER, General Ticket Agent.

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P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hunt, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Winters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 22 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot

E. Clark, Local Freight Agent, East Front St. Depot.

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and
Dayton & Michigan.

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H. P. Clough, Contracting Agent, No. 80 Fourth St.

Cincinnati & Chicago Air Line.

Kellogg, Contracting Agent, Vine St. under Burnett House

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T. C. Spooner, General Freight Agent, 63 W. Third St.
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Sixth St. Depot.

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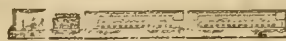
Depot in Ovington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves	CINCINNATI	9:40 A. M.	10:50 P. M.
	HAMILTON	10:30 " "	11:20 " "
	DAYTON	12:35 " "	1:10 A. M.
	SPRINGFIELD	12:55 " "	2:03 " "
	MARION	1:50 P. M.	2:40 " "
	URBANA	3:4 " "	4:9 " "
	GALLON	4:55 " "	5:25 " "
	MANASSA	5:15 " "	6:30 " "
	AKRON	8:52 " "	9:0 " "
	RAVENA	9:25 " "	9:15 " "
	LEAVITTSBURG	10:30 " "	11:10 " "
	GREENVILLE	12:30 A. M.	12:35 P. M.
	MEA VILLE	1:10 " "	2:5 " "
	CORRY	2:45 " "	3:35 " "
Arrives	SALAMANCA	4:55 " "	5:55 " "
	NEW YORK	10:20 P. M.	1:00 " "
	BOSTON	4:35 " "	11:55 A. M.
	PITTSBURGH	9:20 A. M.	3:20 P. M.
	HARRISBURG	1:10 P. M.	1:45 A. M.
	PHILADELPHIA	5:31 " "	6:10 " "
	BALTIMORE	5:31 " "	7:00 " "
	WASHINGTON CITY	10:25 " "	9:20 " "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIVIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a tripe the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

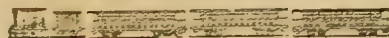
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Passaic with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1866, leave New York as follows:

At 6:00 a. m. for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m. — For Bergen Point.

Mail Train — At 8:00 a. m. for Flemington, Eatonton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:30; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabeth.

12:00 m. Train — For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pittsburg, Harrisburg, etc.

4 p. m. — For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:30 p. m. — For Somerville and Flemington.

6:30 p. m. — For Somerville.

8:00 p. m. Western Express Train — For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT AND NEW-YORK FERRY — Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mothers' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 326 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stamford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:15; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:15; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 8 a. m. (Ex.); 3:00 (Ex.); 12:55 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 1:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:40 p. m.

For Naugatuck Railroad, 5:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

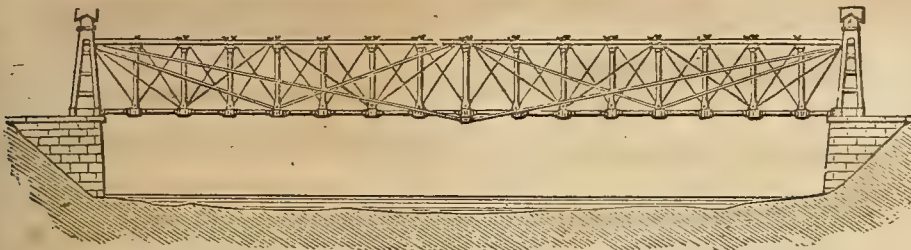
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for the occasion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy, and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

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BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

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MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

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ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, St. Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only; negotiates Loans and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT. Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac at Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 35 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 1 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 41 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

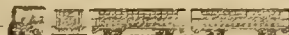
Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:00 A. M.
S. Louis, Cairo, & Louisville....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

If Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad House building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. BOLLET, General Ticket Agent.
W. D. GRISWOLD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA, POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:00 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are at the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

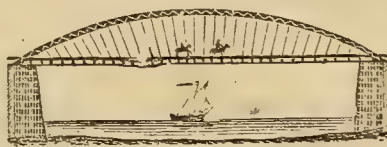
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1811.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

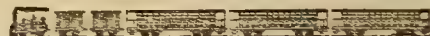
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.,

CHAS. WHEELER
S. P. M. TASKER

HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted); 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.56 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.14 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections

at all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:

THURSDAY, MAY 3, 1866

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express.....	6:40 A. M.	6:30 P. M.
Marietta.....	9:40 A. M.	6:20 A. M.
Marietta Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail.....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail.....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:51 P. M.	11:30 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:10 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:20 A. M.

Gold.—Its Supply and Waste.

In the RECORD of March 10th, 1853, thirteen years ago (which shows how long, and we hope usefully this Journal has been established) we produced an article on the supply and consumption of the precious metals. The facts were obtained with care and labor, and the results were unimpeachable. At this time, when the supply of gold is so greatly increased, and the effects on commerce so marked, it will be interesting to review these facts. In that statement we showed, that the production of the precious metals, at different periods, has been as follows, from America.

From 1545 to 1600 (annually).....	\$11,000,000
" 1600 to 1706 ".....	16,000,000
" 1706 to 1750 ".....	16,000,000
" 1750 to 1800 ".....	35,300,000

From that time to 1830, the supply of precious metals diminished. From 1809 to 1829, the whole supply of precious metals derived from America, was \$326,800,000. From 1846 to 1866, an equal period, the supply furnished by America was at least \$1,100,000,000 (eleven hundred millions), being more than *threefold* the former production. In this, we include silver. The whole supply of precious metals for the year 1853, was estimated, (in the same article,) and in looking back, we find no material error, to be as follows:

Production of California.....	\$50,000,000
Australia.....	50,000,000
Russia.....	15,000,000
Mexico, and South America (in silver).....	12,000,000
Other sources.....	3,000,000
Aggregate.....	\$130,000,000

No doubt, in that year, the production was equal to that; but since then some changes have taken place. The production of California, Montana, Idaho and Nevada, may be put down as at least \$70,000,000. That of Russia at \$20,000,000; but, both Australia and Mexico have fallen off; several millions. Upon the whole we should estimate the aggregate supply of precious metals at very nearly the same that it was in 1853. But, this supply is *threefold* what it was, when such an immense impetus was given to speculations, by Spanish American Mines, which resulted in numerous extensive bubbles, and a permanent extension of luxury and extravagance. No one will deny that similar results have followed now; but, most fortunately, a great many of the speculations and extravagancies of our day, are not bubbles. They are speculations in useful things, and have left behind them useful results. For example, many railroads have been made, as speculations; and many which were not have lost money; and so of steam ships and other practical enterprises; but, we must recollect, that these have left behind them railroads, ships and factories; so that there is a great difference in the result. Gold, in our day, has not been

expended wholly for show and bubbles (although there has been much of that; but has chiefly gone to stimulate useful enterprise.

The most interesting point of view, however, in which the rapid production of gold is now considered, is as the basis of credit; or, as popularly considered, in its relations to currency. Before we estimate this greatly extended basis of currency, (and which is substantially equivalent to a proportionable extent of general credit,) it will be interesting to note the *waste* of precious metals. The waste, by wear and tear is very little, scarcely worth noting; but, the waste by *manufactured ornaments and utensils* is very large. It is difficult, almost impossible, to ascertain the amount of precious metals manufactured; but, we can approximate, at least some general idea of it. McCullough (the British Statistician) estimates the entire consumption of precious metals in Europe and America in Manufactures in 1835, at less than (\$20,000,000) twenty millions of dollars. If we suppose the increased production of gold, and the increased extravagance has brought it up to thirty millions, it will no doubt be fully enough. His estimate in 1835, for the United States was \$1,750,000. No doubt, it has greatly increased in this country. The Census Statistics of 1860 give us the "raw material" used in all manufactures of precious metals. This must be a nearer approximation to the amount of gold and silver consumed. We give the following Statistics of four or five States, which make full nine-tenths of all the manufactures of gold and silver, viz:

	Silver Specimens, Ware, Trinkets, etc.	Silver Jewelry, Gold Chains, etc.	Gold Watch Cases	Gold Jewelry, Gold Chains, etc.
Massachusetts.....	\$116,810	\$78,994	\$56,300	\$195,650
Connecticut.....	60,000	16,109	.....	800,708
New York.....	49,370	1,078,880	.....	39,800
Pennsylvania.....	161,240	3,500	40,560	916,297
Ohio.....	3,600	325,903	.....	.....
Rhode Island.....	6,600	66,000	.....	.....
Totals.....	\$403,620	\$1,883,014	\$96,950	\$3,203,382

This is full nine-tenths of all the manufactures of the United States, of which the largest part is silver. Taking these data, we have something like this result:

Gold Leaf, Pens, Watch Cases and Chains (estimating this part out of the aggregate of Jewelry)..... \$1,900,000
Silver Ware, Spectacles and Jewelry..... 4,200,000

In the manufacture of gold, less than two millions will cover the whole; but, the product of gold in the United States we have estimated above, at full \$70,000,000. In the United States, therefore, the manufactures of gold is less than 3 per cent on the production. But, we see, as stated by McCullough, that the manufactures of gold in Europe is very much greater. But, the manufacture of the precious metals in Europe and America is not probably half the consumption in that way. The greatest waste of the precious metals is due to the Pagan Idolatry of India and China. The Pagan Idols and Temples require constant re-gilding and re-furnishing, and no doubt, this is one great cause of the extraordinary drain to the East, which has been experienced in Europe. We think it not too much to put down the waste of gold and silver in manufactures at not less than double what Mr. McCullough estimates it at. This would give near (40,000,000) per annum for Manufactures. If we are correct, however, in the annual supply, (130,000,000) one hundred and thirty millions, then there will still remain a surplus of \$90,000,000 per annum to go into the general money circulation. Ten years will add *nine hundred millions* to the gold basis of credit. Now, suppose that a gold dollar can sustain only two dollars in paper (while we know it really sustains three or four), this is equivalent to *eighteen hundred millions* of dollars, added to the currency in ten years! Suppose again, that this enlarged currency is the basis of credit, as we all know it is, what an immense enlargement it must give to currency and to prices? This process, we have actually seen going on for several years. We have been apt to attribute its effects to the war. But this is a mistake, as we shall soon find. We shall find shortly, by the vast extension of credits, that *the increase of gold* is the real cause of the increase of prices and of credit.

SEABOARD AND ROANOKE RAILROAD.—The following gentlemen have been elected Directors of this company for the ensuing year: Wm. L. Savage, Nabro Frazie and Moncure Robinson, of Philadelphia; George M. Vickers, of Baltimore; John M. Robinson and Richard Walke, of Virginia, and David A. Barnes, of North Carolina. Wm. L. Savage, President; John M. Robinson, General Superintendent; J. B. Pendleton, Superintendent of machine shops; Richard Walke, Secretary and Treasurer; S. T. Hand, Superintendent of roads and bridges.

Atlantic & Great Western and Pennsylvania Railroads.

NEW NARROW GAUGE ROUTE TO PHILADELPHIA.

It used to be a trite maxim that "politics maketh strange bedfellows"; but what shall we say when the "*Great Broad Gauge*" and the boasted "host of Pennsylvania" shall become the quiet repositors on the same roadbed. This is the sequel to the great wisdom of Justice REED, in his elaborate decision of last winter. This we suppose will virtually end the legal contest, and peace and harmony will again reign throughout the land. We copy the following from the *Cincinnati Gazette*:

Reference having been made to an agreement recently made between the Atlantic & Great Western Railroad and Pennsylvania Central Railroad Company, for an interchange of business, we are permitted to give the following facts, which are semi-official. The agreement, which was signed on the 29th of March, provides:

First, That the propositions shall be submitted to the Board of Directors of the two Companies, and when duly sanctioned by them, shall form the basis of an agreement between the two Companies, to continue for thirty years.

Second, Until otherwise provided for, the two parties shall jointly procure a suitable location for the transfer of freight and passengers in the vicinity of the town of Union, Erie county, Pa., on the line of the Philadelphia & Erie Railroad, and the transfer business to be conducted at that point until a third rail is laid on the A. & G. W. road from Union to Dayton, O., for the passage of narrow gauge cars. The A. & G. W. Company agree that they will, without unreasonable delay, complete the laying of a third rail to Dayton, so that narrow gauge cars can pass over the entire line.

Third, Passengers and freights shall be carried between all legitimate competing points, East and West, at the gross rates charged by other trunk lines of railway, and these rates shall be pro rata per mile carried on the respective roads.

Fourth, All business passing over the Philadelphia & Erie Railroad to and from New York under this arrangement, may be transported if desired by the A. & G. W. Railroad, via Sunbury, Mt. Carmel and Lehigh Valley Railroad to Easton, and thence by New Jersey Central or Morris & Essex Railroad; and in the event of the lease between the A. & G. W. and the Catawissa Railroad being declared valid, the A. & G. W. may transfer its New York business to that railway between Milton and the present point of connection with the Lehigh Valley Railroad.

Fifth—Provides for the transportation of Philadelphia and Baltimore business via Harrisburg, at the same rates charged by the Penn. Co. over its main line.

Sixth—Permits the A. & G. W., if it desires, to shorten its line from the West by an extension of the Franklin branch to the Philadelphia & Erie line at Ridgeway, or build a line to Brookville, Jefferson county, Penn., and guarantee similar facilities as those agreed upon for the transfer of business at Union. In the event of the A. & G. W. building a line to Brookville, the Philadelphia & Erie Railroad Co., will construct a road to that point.

Seventh—Should the A. & G. W., instead of building the branches above referred to, de-

termine to extend the Cleveland and Mahoning road to the Western Pa. R. R. at Tarentum, on the Alleghany river, they shall use the road to Pittsburgh or Blairsville, and the same advantages heretofore provided shall be accorded to it.

Eighth—The A. & G. W. is authorized to establish agencies at New York, Philadelphia and Baltimore; the rates for joint traffic to be the same as those charged by other competing trunk lines, unless otherwise agreed by consent in writing of both parties hereto.

Ninth—The A. & G. W. agree that all business under their control, except their traffic and from the Erie Railroad, shall be sent over the Philadelphia lines. Additional lines of railway, other than those now in course of construction, shall not be constructed by either party without the consent of the other in writing. The Pennsylvania Company agrees that its agents shall make no discrimination in the shipment of freight or transportation of passengers; but shippers and passengers shall be allowed to make their own selection of routes.

The agreement is signed by J. Edgar Thompson, President of the Pennsylvania Central Railroad Company, and S. S. L'Hommedieu, President of the Atlantic & Great Western Railway Company.

Atlantic & Great Western Annual Report.

The following table shows the receipts, expenses and profits in each of the four quarters of the year 1865:

	March.	June.
Miles in operation.....	322	322
Total receipts.....	\$1,068,997	\$1,238,337
Equal to per mile per annum.....	13,279	15,383
Expenses.....	768,469	897,571
Cost per mile per annum.....	9,800	11,150
Proportion of expenses to receipts.....	73 79-100	72 48-100
Excess of receipts over expenses.....	280,131	340,776
Equal to net profit per annum, 1,120,524	1,120,524	1,363,064
	September.	December.
Miles in operation.....	491	490
Total receipts.....	\$1,631,947	\$1,871,932
Equal to per mile per annum.....	13,322	15,280
Expenses.....	924,692	1,074,995
Cost per mile per annum.....	7,548	8,774
Proportion of expenses to receipts.....	56 66-100	57 42-100
Excess of receipts over expenses.....	707,255	797,047
Equal to net profit per annum, 2,829,121	2,829,121	3,188,158

The apportionment of the net profits in 1865 was as follows: rent of the Mahoning line; interest on the bonded debt; the balance being equal to a dividend of six per cent. per annum on the shares issued.

The receipts of the road for January and February, 1866, show a highly satisfactory advance on the corresponding months of 1865, and with the greater facilities for working the road, this rate of increase was expected to continue.

Mr. L'Hommedieu, in this report, states that the earnings of the year more than realized expectations, and says there is no similar instance in the history of roads in this or any other country where as large earnings were obtained the first year on the same number of miles. The oil business of the road is increasing steadily. The completion of the branch to Buffalo is pressed as a matter of vital importance. The policy of the company, the President says, is to cultivate amicable relations with all other companies, to interchange business with all, and to maintain with them rates to a fairly remunerative point.

The engineer-in-chief reports that the road

was kept up, during the year, in a thoroughly efficient state, at the expense of the revenue.

From the report of D. McLaren, Superintendent, we gather the following facts in regard to rolling stock:

Number of engines added in 1865.....	46
Total on hand December, 1865.....	139
Number of cars added in 1865.....	559
Total on hand December, 1865.....	3,155

The amount of petroleum carried over the road compares as follows:

	1864.	1865.
Total barrels.....	675,028	783,945

The capital account shows as follows:

Total amount of stock.....	\$13,411,150
Total amount of bonds.....	30,600,000
Total.....	\$43,411,150

Of these bonds and shares \$17,877,750 are lodged with trustees against the issue of the \$2,800,000 of certificates of December.

The total amount expended on the construction of 426 miles of road, and of making 51 miles of Mahoning road into broad gauge, and also amount expended on branches to date, and interest during construction, is \$46,606,474 98.

Erie Railway.

The following shows the earnings, expenses and cost of the Erie Railway Company since it came from the hands of the receiver:

	Earnings.	Working expenses.	Leases, Taxes, &c.	Net earnings.
1862....	\$3,400,334	\$1,460,748	\$503,828	\$3,035,758
1863....	10,469,181	6,305,511	579,908	3,509,062
1864....	13,429,643	8,831,918	1,393,610	3,201,115
1865....	15,300,374	10,817,186	1,362,089	3,100,979

This year's is from the State Engineer's report from September 30, 1864, to September, 1865, and is probably a better status than the report for the fiscal year will be, if one is allowed to see the light.

In four years the road has increased its earnings \$6,900,240. Its net earnings are advanced only \$64,349, or less than one per cent. upon its increase of earnings. Comment upon the ability of its managers for the past two years is useless. The road was represented, when Mr. Marsh made his report, Dec. 31, 1862, and on the 30th of September, 1865, by the following sums:

	1862	Sept. 30, 1865.
Bonds and debts....	\$20,131,500	\$17,255,900
Stocks.....	19,977,200	24,933,800
Floating debt.....	None.	4,245,678
Total.....	\$40,108,700	\$46,435,378—7,326,678

The real condition of the road is probably as follows:

Bonds as per report September 30, 1865.....	\$18,285,000
Stock.....	24,933,800
Proceeds of English loan.....	4,000,000
Due Daniel Drew.....	1,000,000
Other floating debts for sufferer's pay.....	2,750,000
Balance, etc., moderately estimated at.....	\$50,971,700
Leases, say.....	12,000,000
Total capital and cost of road.....	\$62,971,700

The company has clearly reached the point when its earnings must be taken to pay its floating debts, and so far as income is concerned the common stock must wait with the North West, Common Atlantic and Government Western Common, or Atlantic and Government Eastern stock. The common stock is now largely owned in Europe, and its management as affecting dividends is of more interest abroad than here.—*Tribune.*

Philadelphia Gas Works.

By the thirty-first annual report of the trustees of the Philadelphia Gas Works it appears that, although they received \$2 85 net for one thousand feet of gas, and \$48 per annum for street lamps, yet they made an actual loss on the business of 1865 of \$158,783 61, to say nothing of the loss on public lamps, which is more than \$191,000.

The company delivered 732,025 thousand cubic feet of gas to all consumers during 1865. The cost of its manufacture was as follows:

93,062 gross tons coal, at \$11 40 per ton....	\$1,060,986 60
Carting freights, shells and wages of men employed in retort and purifying houses....	413,170 56
Repairs of work, street mains and services....	219,201 45
Salaries of officers, clerks, meter inspectors, and incidental expenses.....	268,865 78
Interest on loans and investments to sinking funds.....	280,353 56
	\$2,242,542 97
Less receipts for coke, tar, lime, etc.....	200,381 70
	\$2,042,161 25
Add loss, as by cashier's report.....	158,783 61
	\$2,200,944 86

Divide the cost by the product, and it appears that over three dollars a thousand feet is the cost of gas made by a City Council Trust which has had over thirty years of experience at the business, and which has to pay but a mere trifle for freights on coal. Freights are a heavy charge to our New York companies. They get less for the public lamps, they charge the private consumers less, they make a first rate quality of gas, and yet divide fair profits among their stockholders.

We make our own gas, and have done so for ten or twelve years, and do not hesitate to say that it does not cost us as much as either the citizens of Philadelphia or Cincinnati have to pay. At the same time we are most decidedly opposed to such enterprises being owned by City Council for the purpose of making more fat offices for bloated and worthless politicians, who otherwise would starve to death or have to go to work. Neither can we appreciate the propriety of taking a good thing out of the hands of those who have made it so by their energy and enterprise, for the purpose of putting it into the pockets of other parties, who as soon as they got the thing secure would do just as their predecessors had done, simply because some of the anxious parties "run with" and are interested in some of our large dailies.

TAPPING THE LEHIGH.—We learn that the Philadelphia and Reading Railroad Company have despatched a corps of engineers to survey a route for a branch Railroad from a point near Barnesville, this County, via Wetherley, to connect with Pardee's Railroad in the Lehigh region, near Hazleton, for the purpose of delivering a portion of the trade via the Valley of the Schuylkill. We understand the route is favorable. This, of course, is in opposition to the extension of the Lehigh and Mahanoy road through Schuylkill County to Mt. Carmel.

The Reading Railroad Company is also making a road into the Shamokin region in the vicinity of the Shamokin Valley and Pottsville Railroad, now controlled by the Pennsylvania Railroad.—*Pottsville Miners' Journal.*

Central Route from the West to the Atlantic Ocean.

We copy the following very interesting article from the *Cincinnati Commercial* of April 24th. The great value and advantages of the route as set forth in this article are not overrated. Indeed, we have frequently drawn attention to them in the RECORD; but do not believe it practicable to realize all the good things promised, or talked about. The great and long continued concentration of capital at other points would be combined to prevent it. It would, however, open up a trade to Cincinnati second in importance only to the direct and immediate connection with the Southern system of railroads, and should be connected with the City not only by water navigation, but also by railroad extending through the rich mineral region of Eastern Kentucky. This would be equally as short a route, and would furnish the road the local trade of the country without the competition of the river.

The greatly preponderating advantages which Virginia has ever held forth, as the natural outlet to the Atlantic ocean for the whole trade of the Ohio Valley, were always apparent enough to any one who took the trouble to investigate the subject; but it is only since the war has violently broken down the only commercial barrier hitherto existing against a perfectly free intercourse between the two sections, that capitalists have seriously turned their attention to the practical realization of what was only theory and conjecture before. We shall endeavor to condense, in as clear and concise a manner as possible, the various prominent features which entitle this Virginia route to such serious consideration, together with a statement of the steps already taken, or to be taken, towards carrying out a project so essential to the commercial progress of a very large portion of this continent.

DISTANCES.

Any one who had not previously had his attention drawn to the fact will probably be astonished to find that it is nearer from St. Louis to Newport News, near Hampton Roads, than from St. Louis to New Orleans via the Mississippi River. It is nearer by 195 miles of rail from Cincinnati to Newport News, than from Cincinnati to Baltimore; and 200 miles by land, nearer from Cincinnati to Newport News, than from Cincinnati to New York. This great curtailment of distance is enhanced in value when we remember that this shortest route across Virginia is one which can never be affected by the frosts or snows of winter, like more northern routes. Another highly important feature is, that this route is nothing but an extension of the Pacific Railroad, now in progress, and will convey, by the shortest and most direct line, all the traffic and passengers from one ocean to the other.

NATURAL COMMUNICATION.

There is water navigation along this route from the west to the mouth of the Gauley, on the Kanawha; and from the east, along the James, to Buchanan, in Botetourt County. Navigation could be extended to Covington, Allegheny County, on the east side, and to some distance up the Greenbrier River off the

west side, at a moderate cost. This would leave a portage of only thirty-five miles for overland carriage. But whatever facilities nature may have offered in this great transit, it is by human labor and enterprise that we are even now in process of seeking the grand result about to be accomplished.

RAILROADS, ETC., PRESENT AND PROSPECTIVE.

The various means by which the traffic of the West will be connected with the Atlantic Ocean, across the surface of Virginia, by both railway and water communication, may be enumerated as follows: 1. The Covington & Ohio Railroad, extending from Guyandotte, on the Ohio River, to Covington, in Allegheny County, Virginia, a distance of 224 miles. 2. The small branch railroad, of only 50 miles, connecting Covington with Lynchburg, on the Virginia & Tennessee Railroad. 3. The Richmond & Lynchburg Railroad, an air line of only 80 miles to run between these two cities. 4. The Peninsular Railroad, another air line of 70 miles, to run from Richmond to Newport News, the natural port and terminus of this enormous extent of travel and traffic. 5. The James River and Kanawha Canal. The enumeration would, a short time ago, have necessarily embraced also the Virginia Central Railroad, but as the construction of level air lines from Covington to Lynchburg, from Lynchburg to Richmond, and from Richmond to Newport News, must necessarily supersede, for ocean traffic, the circuitous route of the Virginia Central Railroad, running with its steep grades through Staunton, Charlottesville, Gordonsville, &c., it is only to the newly contemplated lines that we need apply our remarks.

THE COVINGTON AND OHIO RAILROAD.

After a considerable amount of contest between various highly influential parties, composed of gentlemen representing both North and South, the Virginia Legislature, which but lately adjourned, appointed a commission to undertake this highly important work, consisting of the following respected names: Speaker Baldwin, John G. Robertson, late of the Court of Appeals; T. S. Flourney, R. H. Maury, and Senator Bolling. These gentlemen were authorized by the Legislature to receive propositions of capitalists for the completion of the Covington & Ohio Railroad. They immediately went to work with great energy, and soon several companies—among them an English and a Cincinnati one—were bidding against each other for this desirable undertaking. There can be no doubt whatever, in view of its enormous importance, that it will be speedily put in operation, and it will not take more than five years to complete it from end to end.

One great feature in favor of this railroad is, that a large portion of its heaviest work has been already completed. The State of Virginia has already expended upon it \$3,200,000. Twenty-two miles of the heaviest grading, tunneling, and masonry were, before the war, nearly completed from Covington to the famous White Sulphur Springs, and but for the outbreak of the war, it was confidently expected that trains would have been regularly running between those places in 1862. This portion of the work being by far the heaviest, the remainder can have no difficulty whatever in being thoroughly completed within the time above specified.

THE COVINGTON AND LYNCHBURG BRANCH.

In the charter of the Covington & Ohio Railroad, the right is reserved by that company to connect where they pleased with the

Virginia & Tennessee. It is very evident that no such connection could be so easily and advantageously made as by an air line between Covington and Lynchburg, a distance of only fifty miles. Should the Covington & Ohio Railroad not wish to avail themselves of that right, the company organized to construct the lines between Richmond and Lynchburg and Richmond and Newport News are quite ready to undertake it, so that we may look upon that branch as one of the settled facts of the future. When that branch is completed, it is easy to prove, by actual measurement, that any one coming from the West by the Covington & Ohio Railroad would, on arriving at Covington and passing on to Newport News, through Lynchburg and Richmond, arrive at Richmond by the circuitous route of the Virginia Central. This alone will prove the great necessity of this small connecting branch between the Covington & Ohio and the Virginia & Tennessee Railroads.

THE RICHMOND AND LYNCHBURG AND THE PENINSULAR RAILROADS.

Both these invaluable air line railroads, the one running from Richmond to Lynchburg, and the other passing through the classical battle-fields of the Peninsula, from Richmond to Newport News, have their charters and are being eagerly supported by the shrewd and far-seeing capitalists of Cincinnati and other enterprising Western cities. Indeed, the branch from Richmond to Newport News had not been on the market a fortnight before it had raised more than the necessary capital to commence proceedings and insure its completion, and the other portion will doubtless be speedily in the same condition. These lines have been brought into existence under the active labors of Messrs. James Lyons, Thomas H. Wynne, and Col. A. C. Dunh, the engineering officer, all of Richmond, with Dr. Stuart Gwynn, of New York, and E. S. Hamblin and E. R. Mason, of Cincinnati. The Richmond & Lynchburg Railroad will run through the counties of Chesterfield, Powhatan, Cumberland, Buckingham and Appomattox, tapping and bringing to the markets of the world the inexhaustible mineral deposits of these rich regions, including coal of unsurpassed excellence, slate, granite, gold, copper, lead, plumbago and other precious materials. With the exception of a pivot bridge across the James, at Rockett's, in Richmond, for the Lynchburg line, and another bridge across the Chickahominy, at Moccasin's Island, on the Peninsular line, there will be no other water-crossing all the way from Lynchburg to Newport News. The cuttings on both these lines will be so easy and the grades so light, that the engineer confidently asserts that they can both be constructed for an average of only \$15,000 per mile. The line between Richmond and Newport News, running direct y midway through the peninsula formed by the James and the York Rivers, will give a good port at Moccasin's Island, on the Chickahominy, another at Yorktown on the York, another at Jamestown, on the James, and finally, the splendid terminus at Newport News, a port which, for natural advantages, is probably unsurpassed by any other on this continent, having thirty feet depth of water at the wharf, within only one hour's steaming of the broad Atlantic Ocean, and capable of riding the entire navies of the world. Both these lines will be completed within three years, and it is not improbable that we may see that between Richmond and Newport News completed in eighteen months.

THE JAMES RIVER AND KANAWHA CANAL.

This enterprise was started several years ago, by a company known as the James River and Kanawha Company, but the means for building the canal have been hitherto, mainly derived from the State. The company has a title for the whole line of improvement from Richmond to the juncture of the Great Kanawha with the Ohio River. Two hundred miles of this canal are already completed and in operation to Buchanan, in Botetourt County, and much work has been done beyond, as far as Covington. Considerable outlay—perhaps not less than fifteen millions of dollars—will be necessary to complete this gigantic work, but the position in which it is now placed bids fair to see it realized.

Just before the outbreak of the war, a French company, under the lead of Messieurs Bellot Minieres Brothers of Paris, backed by the strongest recommendations from the French Government, contracted with the Kanawha Company to complete the canal at their own cost, and, as a guarantee for the faithful performance of their contract, agreed to deposit with the State *three millions of dollars*, and binding themselves to have the canal completed within a given time. The object was to open up to the use of the French Government the vast beds of coal in the region which the canal would traverse.

As soon as the war was concluded Messieurs Minieres renewed their application, basing their argument on the fact that the war should not be permitted to vitiate a contract which they had ever held themselves ready to fulfill, and requested to be permitted to go on as before intended, due deduction being made of the time necessarily lost through the existence of the war. The matter came up for discussion during the session of the last Legislature, and it was decided that self-interest, as well as the plighted faith of the State, demanded a fulfillment of the agreement entered into with the French company. The latter will doubtless, therefore, soon be earnestly at work.

That this channel of communication will always prove of value to the State is very evident, but considerably less importance is attached to it, now that it is known that a railroad, running almost parallel with it, is to traverse the same region, and will, doubtless, convey much even of the bulkiest material that the canal was originally destined to carry. Passengers, of course, will entirely abandon the one for the other; and the only consideration which now seems to ensure the canal from ultimately proving a losing speculation is, that the vast natural resources of the region which they traverse will be enough to amply repay both railroad and canal.

VITAL IMPORTANCE TO THE WEST OF THIS GREAT CENTRAL ROUTE.

The great importance of this short route across Virginia, for the whole valley of the Ohio—including Kentucky, Central and Southern Ohio, Indiana and Illinois—the States of Missouri, Kansas, and all the great central belt of country running back to the Rocky Mountains, must be self-evident to any one who spreads a railroad map of the United States before him. He will, at a glance, understand how it is that a young giant city like Chicago, perched on the shore of Lake Michigan, far away up in the north-eastern extremity of Illinois can have become so suddenly the powerful rival and even leader of great established Western emporiums like Cincinnati, Louisville and St. Louis. The wonderful suc-

cess of Chicago consists mainly in its lying on the great water line of transportation leading through the lakes and over the great New York and Erie Canal—in short its accessibility to the ocean. The comparative disadvantage of such cities as Cincinnati and St. Louis is in their not having such easy and rapid communication with the Atlantic Ocean as Chicago. This is what they *must* and *will* have to maintain their position in the race; and *that access lies in a straight line across the surface of Virginia, through Richmond, and down to Newport News.* With this short route completed, all the pork of Cincinnati, and the tobacco of Kentucky, destined for a foreign market, will seek a bee-line for the Atlantic Ocean, at Newport News, and there receive in return the coffee of Rio, the tea of China, and other foreign articles of usefulness or luxury. Emigrants, too, on leaving Europe for America and bound to the far West, will soon find it to be to their advantage to strike directly for the great Virginia port, instead of going by a more circuitous Northern route; and thus save themselves not only hundreds of miles in distance, but a large amount of needless expense.

But when these various railroads in Virginia are completed—and five years should see them all in full operation—it is not the Great West alone that will be pouring its rich tribute across the surface of Virginia. The rich cotton regions of Tennessee and Northern Georgia and Alabama will all necessarily seek that same outlet to the Ocean, along the great artery of the Virginia and Tennessee Railroad. The proposed air-line from Lynchburg to Richmond is nothing but a direct continuation of that great thoroughfare to the Ocean. The railroad from Richmond to Newport News will be fed by the Richmond and Petersburg, the Richmond and Danville, the Virginia and Tennessee, the Covington and Ohio, the Virginia Central, and the Richmond, Fredericksburg and Potomac Railroads. Richmond is then destined to become, and very speedily, the concentrating focus, and a yet unbuilt city at Newport News, the Ocean terminus of the vast trade of a whole continent.

When, in addition to the geographical advantage of position and climate, we take into consideration the enormous undeveloped natural resources of Virginia, the unrivaled water power of the City of Richmond, and the natural facilities of Newport News as one of the grandest ports in the world, there is no limit to what we may foreshadow of Richmond, as a manufacturing city of the future, and of the yet unborn city at Newport News, as one of the great Commercial Emporiums of the Atlantic seaboard. If but a tithe of the capital and energy be spent upon them that have been lavished upon other localities of far less pretensions, a man of mature age may yet live long enough to see Richmond outvieing the great manufacturing Lowell of to-day, and a commercial city spring up on the shores of Hampton Roads, whose magical development shall rival even Chicago or San Francisco.

In a mile of the Atlantic cable now being made there are, besides the Manilla which holds the composition, seven miles of copper wire, four miles of gutta-percha, ten miles of galvanized wire, and fifty miles of Manilla spun yarn. That is to say, again excluding the loose Manilla which laps the gutta-percha, in every mile of cable there are 71 miles of material.

Interesting Petroleum News from the Upper Cumberland.

[From the Nashville Banner.]

BURKSVILLE, April 3, 1866.

I send at last the promised correspondence, and would have done so earlier had anything taken place. Now, however, the case is different. Oil prospects have taken a sudden change, owing to several very fine strikes within the last ten days. Last week I visited the "Jolly Farm," on Obed's river, in Overton county, Tennessee, where Mr. W. H. Leasure is operating for the Kentucky Mutual Oil Company.

They struck a very promising vein of heavy lubricating oil at a depth of 20 feet from the surface, gravity 21½ deg. He had tubed and pumped long enough to satisfy all present that it would pay to tank and save the oil, which is being done at present, but I am not informed with what success. The Jolly farm is unquestionably an "Oil Region Farm," and if the present yield does not pay, it is the intention to go deeper. Col. Leasure, brother of W. H., intends to sink one or more shafts on this farm, after the plan pursued by the operators at Mecca, Ohio. This seems to promise well for shallow depths, where the oil of this quality is found near the surface. The Jolly farm is owned in leaseholds by Col. Leasure, the Phillips brothers, of Pennsylvania, and Col. W. A. Hoskins, of Kentucky, and from the number of applicants for subleases, it bids fair soon to be well developed.

Two shallow wells have been struck on Otter creek, in Wayne county, Ky., that are yielding respectively ten and fifteen barrels of oil per day, gravity 21. Another well was successful at 255 feet, and is flowing a very heavy oil, gravity 19. This is not yet tubed, but pits are being dug to save as much of the oil as possible. The well is on the south side of the Cumberland, and is known as Irish Bottom. It is four miles from Crocus creek and twelve from Burksville. The Metropolitan Company are the fortunate owners, and have in Mr. Holand, their superintendent, an experienced operator.

On Wednesday night (28th of March), oil was struck at "Cloyd's Landing," on the south side bank of the Cumberland, eight miles below Burksville, by road, and twenty-one by water. This is on the Cloyds' farm, and is owned by the Cumberland River Oil and Salt Company, better known as the Nicholson and Veeden Company, as those two gentlemen have been identified with the earliest developments in this region. Oil was struck at the depth of four hundred and thirty-six feet, and at once commenced flowing. After 3 hours and 15 minutes it calmed down, and on attempting to bore deeper, for the purpose of forming a pocket, it started up again, and at present writing is throwing out a large stream of oil and water, some twenty feet above the mouth of the well. Tanks are being erected and everything put in shape to work the well as soon as the flow of oil will permit men to tube it. This bids fair to rival some of the celebrated wells on Oil Creek, Pennsylvania. Many persons have labored under the impression that only surface oil existed in this country, but the more experienced of the Pennsylvania oil men here have always expressed the belief that the great reservoirs were deep—perhaps very deep. Among those are the Phillips Brothers, the most successful and fortunate of the Pennsylvania oil men.

Two of the brothers have been here on a visit, and express themselves satisfied with the prospects, and are firm in the belief that, as in Pennsylvania, the best wells will be found at the greatest depth. They are largely interested in Kentucky and Tennessee oil lands, and, in conjunction with Col. Haskins and Leasure, own over four thousand acres in fee and leasehold, which are now in process of development. The same parties own the celebrated Short and Poplar Mountain Coal Mines, and are about commencing operations on a large scale to develop the coal. It is in contemplation to establish iron and steel works at or near the mines, with a view to the manufacture of steel rails for railroads. The situation of the coal fields and the quality of the ore promise greater facilities for operations in iron and steel manufacture than any other location. The mines are below Wild Grove Shoals, the last of any importance on the Upper Cumberland, and from thence to Nashville there is an unobstructed river navigation three-fourths of the year, and with the charter which they hold, the river may be made navigable all the year round.

The old Crocus well, after a long "sick spell," is again beginning to yield oil in paying quantities, and No. 52, on the same farm, is being put down by the Kentucky Mutual Oil Company, with fine prospects. Its depth at the present time is 215 feet, and was flowing more on every foot progressed, until an unfortunate accident dropped the tools into the well, which have not as yet been removed. On Friday week there was a very fine show of oil at the Gilliland well, about half a mile above the old Crocus well, at a depth of a trifle over 600 feet, thus proving that there is a deep oil if it can be struck.

The Butler well, at the mouth of Harrod's Fork of Crocus, also had its best show at near seven hundred feet. Once settle positively the existence of "deep oil," and the valley of the Upper Cumberland will surpass the wildest visions of even "oil men." Well No. 105, on Crocus farm, also has a good show at a depth of three hundred and twenty-five feet, but unfortunately the tools are fast and therefore will be obliged to await the result. The Gilreath well is still yielding from one to five hundred barrels per day, gravity 22½ deg., netting on an average one hundred dollars per day to its owners.

The well on Eagle creek, in Overton county, Tenn., is credibly reported to have on hand (in tank) about two hundred and fifty barrels of heavy oil, and yielding from six to ten barrels per day.

The St. Louis and Cumberland Petroleum Company have commenced operations on the Baker farm, near Bakerton. One well on the bank of the river, another one half a mile towards the bluff, and two others on the farm adjoining Cumberland City.

A new city (Cumberland city) has been laid out adjoining this "Ancient Borough," and a few new strikes on either hand will cause it to spring into importance. "Oil is King," and such a result is very likely to follow.

Paris is astir with projects connected with the great exhibition. A company has been got up to rent all the apartments, with the object of underletting them at their own price. One company has issued a prospect for the sale of 3,000,000f. stock for the erection of a grand Hotel l'Exposition, in which they propose to give visitors a chance to live at a reasonable rate.

Profits of Gold Mining.

From the last number of the San Francisco *Miner*, we extract the following statistics, showing the profit of gold mining in California. The mint referred to in the following table is the Sierra Buttes gold mines, located twelve and a half miles east of Downieville, Sierra County, Cal., owned in part by Reis Brothers. This mine was located in 1851, and worked with arastras until 1856. The present owners then purchased it and commenced to work it in the spring of 1857 with five arastras and one Chili roller, with the following results:

	TAKEN FR. MINE.	EXPENSE.	DIVIDENDS.
1857.....	\$51,000	\$15,000	\$36,000
1858.....	55,000	15,000	40,000
1859.....	88,000	20,000	68,000
1860.....	120,000	37,000	83,000
1861.....	198,000	48,000	150,000
1862.....	166,000	54,000	112,000
1863.....	156,000	57,000	99,000
1864.....	90,000	75,000	15,000
1865.....	195,000	64,000	132,000
	\$1,120,000	\$385,000	\$735,000

The above expense includes every improvement, from the location to the present time. No assessments were ever called for, the produce of the mine paying for every thing. In 1858, the Company built an eight stamp mill. In 1860 they built one of twelve stamps and abandoned the arastras and roller; in 1862 they built another twelve-stamp mill. The reasons why the returns in 1863 and 1864 were light, were that the water was limited. To avoid this, in 1864 they built a flume at an expense of \$40,000, from which a supply of water is now obtained. The mine consists of two ledges, running parallel with each other, one hundred feet apart, averaging, one nine feet, and the other twenty feet in width.

Here is another—the Funk Mine, located on Gentry's Gulch, nine miles north of the Mercer River, near Coulterville, Mariposa County. The rock from the mine is crushed by two five-stamp batteries, moved by a water-wheel. One of these batteries was worked five months, and the other seven months, during the year 1865. The whole expense of working the mine and mill was less than \$15,000, while the books at the mint show that the owners of this mine, Messrs. Hamilton & G. Coward, deposited \$52,370 in gold taken from it during the year.

Railway Companies Responsible for Damages to Employes.

In the Supreme Judicial Court of Massachusetts, April 13th, the case of *John E. Gilman, vs. the Eastern Railway Company*, was decided. This was an action of tort to recover damages for injuries received by the plaintiff by having been thrown from a car through the alleged negligence of the defendant corporation. At the time of the accident, which occurred on the 6th of October, 1858, the plaintiff was employed by the company as a carpenter to work on that part of the road between North Chelsea and Lynn. By agreement, the plaintiff not only received his regular pay, but was transported by the company to and from his home at East Boston. Returning home at noon on the 6th of October, on a platform car, as the train was being backed along near the station house, in consequence, as alleged, of a wrong adjustment of the switch, the plaintiff was thrown from the

car and was so severely injured that amputation of one of his limbs became necessary.

As the train is being backed into the station, it was the custom to unshackle the engine from the car to allow the car to pass along the track, and the switch being turned, to allow the engine to pass into the engine house. As to the manner in which the accident occurred, and the responsibility of the company therefor, the testimony was conflicting. The plaintiff offered evidence tending to show that the switch was in the charge of one Shute, a man of intemperate habits, who was intoxicated at the time; that the switch having been wrongly adjusted, the brakeman on the car put on the brake so that the car was checked in motion, when the engine, which had been previously unshackled, accidentally came into collision with the car, and the plaintiff, who was sitting upon a block, was thrown in front of the tender and received the injury.

The defendants, however, offered evidence tending to show that Shute was employed by them as a flagman and not as a switchman, that he was not of such intemperate habits as alleged by the plaintiff, that both the car and the engine came to a stop in order that the switch might be adjusted, when the engine struck the car for the purpose of sending it along the track, and the plaintiff, who was standing at the time near the rear end of the car was thrown off and injured.

The Court instructed the jury that servants of the company did not stand in the same relation to it as strangers; that the defendants were nevertheless under obligations to use reasonable care in providing suitable machinery as well as in the employment of other servants. That in order to a recovery the plaintiff must show to the reasonable satisfaction of the jury that Shute was intrusted with the care of the switch by defendants or by their officers; that he was incompetent by reason of age or intemperance; that the defendants were guilty of negligence in the employment of such person; that he managed the switch and that his conduct was the direct and immediate cause of the injury, and that the plaintiff was not at the time of the accident careless in the position which he occupied on the car.

The jury returned a verdict for the plaintiff of \$9,000.

In our view Gilman was no more the servant of the Railway Company than the Counsel who tried the case for the Company would be, if he should have proceeded of in the train to view the portion of the road where the accident took place, or any Civil Engineer would be who should be called upon professionally to view the road, and was hurt upon the train. The jury in their verdict showed far more common sense than the judge did in his charge.

The Commissioners of the Covington and Ohio Railroad will meet at Baltimore on the 1st day of May next, to pass upon such proposals for the construction of that road as may be presented by responsible parties. Pamphlets, furnishing all necessary information in reference to this work, may be procured on application to the Commissioners. This is a very important work for Cincinnati, and should be met by a road running from Cincinnati, and piercing the mineral regions of Eastern Kentucky.

The Manassas Gap Railroad Company are taking steps to put the road under way as soon as possible.

Sand Patch Tunnel.

We learn that the miners working in the middle section of the Sand Patch Tunnel, on the Pittsburgh and Connellsville Railroad have met, thus piercing once more the great mountain barrier between the Ohio valley and the seaboard. The Sand Patch Tunnel is four thousand seven hundred and fifty feet long, or one thousand feet longer than the Allegheny Mountain Tunnel of the Pennsylvania Railroad. It was commenced some ten years ago, is to accommodate a double track of rails all through, being twenty-two feet wide, and nineteen feet high. The greater portion of it goes through solid red sandstone, not requiring any brick-arching for that distance. The grade of the tunnel is twenty two hundred feet above the level of the sea, or fifteen hundred feet higher than low water mark of the Ohio river at Pittsburgh. Mr. Sigismund Loew, the engineer of the Connellsville Railroad Co., informs us that it will take six months more with the force now employed, to finish the tunnel in ample time for the completion of the whole road from Cumberland to Connellsville, should that distance be put under construction this Spring.—*Pittsburgh Chronicle*.

Taxation in New York.

The enormous increase of taxation in New York is frightful. In 1865, it was within two cents of ten times as much for each resident as in 1830, and the debt itself is nearly thirty-six times as great now as in 1830. It is about six times as great now as it was five years ago. The following table shows its increase from time to time:

	POPULATION.	TAXES.	PER H'D.
1830.....	202,859	\$599,178	\$2.51
1839.....	270,089	965,602	3.57
1840.....	312,932	1,345,825	4.33
1845.....	371,223	2,096,691	5.64
1850.....	515,394	3,233,055	6.26
1853.....	638,988	5,067,275	7.93
1855.....	713,000	5,843,822	8.19
1856.....	748,660	6,932,337	10.50
1865.....	800,000	18,000,000	22.50

Going on at the same rate of increase as for the last twenty five years, the city and county taxes of New York will, in fifteen years from this time, be \$108,000,000, or much more than fifty per cent above the whole of the ordinary revenue of the United States before the war.

CREOSOTED RAILWAY SLEEPERS—In 1863 the Belgian Minister of Public Works reported to the Legislature that, from 1835 to 1863, the average duration of unprepared oak sleepers was 11 7-11 years; and of unprepared fir sleepers 7 1/2 years. In the spring of 1865 a careful examination was made of the creosoted sleepers, and all were found perfectly sound, though some had been down 19 years. The Government therefore decided to have all the sleepers creosoted in future. On December 31, 1864, the prepared sleepers were 49.96 per cent of the whole. Boucherie's process (sulphate of copper) and others were unsatisfactory; and Bethell's was deemed superior to all others. We have spoken of the process of Louis A. Robbins, of New York, who uses the same material used in Bethell's, but in a more convenient way. The above results show that much may be saved by preparing timber, even in a mild climate; and in a southern climate, where sleepers rot in two years, the process may be of immense utility.

OIL INDICATIONS AT LAKE SUPERIOR.—Professor Winchell, of Michigan, says in a letter:

The Lake Superior sandstone occupies a lower geological horizon than any formation which has hitherto afforded petroleum in productive amounts, though nearly all formations have been known to afford it in quantities large and small. I am not prepared, however, to express a theoretical opinion entirely adverse to the prospect of success, even in the Lake Superior sandstone. Oil was first obtained in large amounts in the Chemung and Portage sandstones of Pennsylvania—next in the older Hamilton group of Canada—then at the bottom of the coal measures in Western Virginia and Ohio, and lastly in the lower silureans of Kentucky and Tennessee. There can be no theoretical reason why it should not occur a little lower still at Lake Superior. If the surface indications are such as you state, I incline to the opinion that there are reasons for cautious explorations for oil. In your district are some dark bituminous shales, which if underlying the porous sandstone, sustain the same relation to the oil-containing rocks as the black shales of Pennsylvania, Kentucky and Tennessee, and I should not be at all surprised if oil should be obtained there by you.

Nevertheless it must not be forgotten that the geological conditions are somewhat different from those of any known oil region, and expectations should not be permitted to run high.

THE LATE FIRE IN THE OIL REGIONS.—Among the wells destroyed by the late fire on the Hyde and Egbert farms were the Coquette No. 34, Olive Branch, Hollister, Eagle, Jersey, and Maple Shade. The heaviest losers are W. H. Haldeman, 4000 barrels of oil in tanks and barrels, and 2000 empty barrels; Haldeman & Hasson, 3000 barrels of oil in tanks, insured; Miller & Edwards, 325 barrels of oil in boats on the creek; J. P. Coates, 1000 barrels in tanks, insured in the Home Company, New Haven, Ct.; Captain Waiterson lost seven or eight boats and barges, valued at about \$4000; J. B. Frick lost 3000 barrels of oil, mostly in tanks, he also owned the Pittsburgh House, a large hotel, and a warehouse, which were destroyed. His loss, altogether, is about twenty thousand dollars. He had three thousand eight hundred dollars insurance on the hotel in an Eastern company. The Coquette Well Company lost 12,000 barrels of oil in tanks.

DIAMOND CEMENT.—This is a most excellent material for repairing broken china, ornaments, jewelry and nicknacks. Take half an ounce of gum ammoniac and a tablespoonful of water; melt them together till they form a milky fluid. Then take one ounce of ising-glass and six wineglassfuls of water; boil together till the quantity is reduced one-half; then add a glassful and a half of strong spirits of wine. Boil this mixture for three minutes, and then strain it through muslin, adding after, while hot, the ammoniacal fluid formerly made. Finally, add half an ounce of tincture of mastic resin. The cement thus made is best preserved in small vials, in which it sets when cold. When required for use it can be liquefied by placing the vial in a cup of boiling water.—*Professor H. Dussauce's Journal of Applied Chemistry.*

The petroleum excitement is said to be increasing in Alabama.

RAILROAD ITEMS.

It is the intention of the Milwaukee & St. Paul Railroad to put on trains shortly exclusively for emigrants.

There was a grand celebration at Iowa Falls, Iowa, on April 26th, in honor of the opening of the Dubuque & Sioux City railroad to that place.

EXCEEDINGLY HUMANE.—The Pittsburg, Ft. Wayne & Chicago Railway Company have appointed a corps of surgeons along the line of their road, who are to be called in all cases of injury to passenger or employee of the road.

In Sweden they do it better. It is said that on Swedish railways, the guards on the train are required to have a knowledge of the elements of surgery, that in case of accidents they may be able to render valuable assistance. An ambulance, fitted up with every requisite, forms a part of each train.

The firm of Andre Kœchlin, of Mulhausen, France, lately gave a dinner to 360 workmen, and a gratuity of five francs each to as many more, on the occasion of the completion of their thousandth locomotive.

The grading on the Pana & Springfield Railroad is being pushed forward as rapidly as bone and sinew can push it. It is asserted that the cars will be running to Taylorsville by the latter part of July.

The Milwaukee & St. Paul Railway is to be extended from Omro to Winneconne very soon, and it is hoped by the Appleton (Wis.) *Crescent* that the plans for its extension from the latter place to the Lake Butte des Morts Railroad bridge, Menasha, may be carried into effect this summer.

The Brownsville *Free Press* says that the Root River Railroad has been under the weather of late. That the river was so high during the recent freshet that the valley lands were completely overflowed—the railroad bridges carried off, the track torn up, the piles drawn, etc. It will take several weeks and a good deal of money to place the road in a good state of repair. The owners of this road have plenty of time, but little money. Bad fix.

The friends of the Kent County Railroad held a meeting at Chestertown, Md., on the 18th inst. for the purpose of effecting an organization.

Several thousand men are employed in the Champ de Mars, in preparing that spot for the erection of the immense building for the universal Exhibition of 1867.

PHILADELPHIA AND ERIE RAILROAD.—On Thursday, April 19, the office of the General Superintendent of the Philadelphia and Erie Railroad was removed to Erie Pa.

The friends of the Kent County Railroad held a meeting at Chestertown, Md., on the 18th inst., for the purpose of effecting an organization.

The Manassas Gap Railroad company are taking steps to put the road under way as soon as possible.

MONETARY AND COMMERCIAL.

Since our last report, there has been a decided flurry, in the financial world. At the close of last week, an arrival from Europe informed us that a sudden panic had seized the cotton market, and cotton had fallen 5 cents per pound; and that this had affected the price of American Bonds, which had fallen considerably; and this again occasioned a rise in gold at New York, on the idea that Bonds would be returned to this country, and gold be needed. So far as cotton is concerned, the fall in price will probably continue; for the supplies at Liverpool, especially of American, had been increasing so rapidly that a fall in price was inevitable. Indeed, we may consider it certain that cotton will fall still more. But very different is the case in regard to gold and bonds. We already hear from Europe that Bonds have risen, and they are not likely to be sent home. On the other hand, gold has fallen, and reached very nearly the level it had before the panic. In fact, the probability is, that gold will continue to fall; perhaps slowly, but surely, till it reaches nearly the par of Legal Tenders,—at least, such is the appearance of the gold market. The following are the quotations since our last:

	Opening.	Highest.	Lowest.	Closing.
April 25.....	126½	127½	126¾	127½
" 26.....	127½	128	127½	127½
" 27.....	128½	129½	128½	128½
" 28.....	129½	129½	128½	128½
" 30.....	127½	127½	126	128
May 2.....	.....	.....	125½	125½

The tendency of gold is undoubtedly downwards. Money in New York, and in fact generally, is quite cheap. Money is loaned freely in New York on miscellaneous collaterals, at from 4 to 5 per cent. It is not improbable, that money may fall during the summer to 3 per cent., and in large cities of the interior to 5 per cent.

The following are the observations of the Cincinnati *Price Current* on the fall of cotton; and are based on the fact, now known to be true, that the American cotton on hand greatly exceeded all expectations.

Cotton has been greatly depressed, under the news from England. The price of middling cotton in Liverpool is within 6d per lb. of being as low as it was before the war, selling as low as 13d, but again advanced to 14½d. This decline has been altogether unlooked for, but, on the contrary, it was supposed that when the article reached 40c in New York it had touched bottom, and that a reaction was inevitable, and the great mass of dealers acted upon this hypothesis, and accordingly now find themselves footing up large losses.

Even those parties who had visited every county in the cotton States last fall, and supposed they had seen all the cotton, and figured up the number of bales to come to market, with, as they supposed, great accuracy, giving all the facts and circumstances in detail, have been badly deceived. The sequel has shown that there was more than double the quantity of cotton stowed away in the cotton States than had been supposed, and still it comes. The question now is, not the number of bales of cotton in the hands of planters, but, when will it all be out?

CIVIL ENGINEERS

About taking the field or otherwise engaged, can obtain the services of several assistants, thoroughly drilled in draughting, surveying, levelling, railroad location, calculation, &c., &c., being about to graduate in the Engineering Course of Union College; some of them, though well qualified to run level or transit, to lay out railroad curves, &c., would be willing to commence as rodmen or in similar positions.

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PROF. GILLESPIE,
SCHENECTADY, N. Y.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

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167 Walnut Street,

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " "	35 " " "
3, 8 " " 11 " " "	35 " " "
4, 8 " " 9 " " "	35 " " "
5, 7 1/2 " " 6 1/2 " " "	30 " " "
6, 10 " " 8 " " "	40 " " "
7, 7 1/2 " " 8 " " "	35 " " "

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property, fine

WORKABLE SEAMS OF COAL

From three-and-a-half to fifteen feet thick, of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hemotite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

VERY CHOICE

Oil Lands

IN

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FOR SALE BY

WRIGHTSON & CO.

167 Walnut Street,

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100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

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NEAR THE

CUMBERLAND RIVER,

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WRIGHTSON & CO.

KENTUCKY

Silver Lead Lands,

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167 Walnut Street, Cincinnati, Ohio.

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ON A

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RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.

Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

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ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

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Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

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Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9.40 A. M., and 10.50 P. M.
Arrive at Cincinnati.....6.30 A. M., and 7.00 P. M.
The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of C. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 89 West Fourth
street, Cincinnati.

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E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and } Consolidated.
Cincinnati, Hamilton & Dayton.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. E. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

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J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

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H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent, " "

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James E. Shields, General Agent, No. 77 W. Third St.

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Cleveland, Col. & Cln., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cln. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt., No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

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J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

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Eaton & Hamilton.

Sixth St. Depot.

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Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

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H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

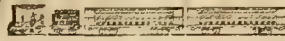
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:44 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:55 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:13 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:14 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:25 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE
OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved descriptive, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a tri over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

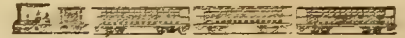
FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLaurin, Sup't.

CENTRAL RAILROAD

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware & Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mohony City, etc.

7 a. m.—For Bergen Point.

Mail Train—At 8:00 a. m., for Flemington, Paton Water Gap, Scranton, Wilkesbarre, Great Bend, Pottsville, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati and Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:20 and 11:00 p. m. for Elizabeth.

12:00 p. m. Train—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:30 p. m.—For Scranton and Flemington.

6:20 p. m.—For Scranton.

8:00 p. m. Western Express Train—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:40 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

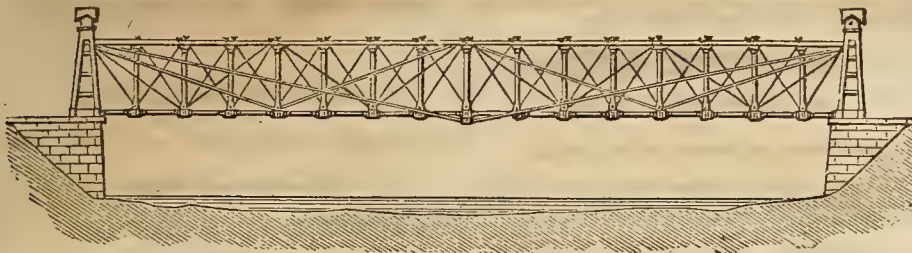
Commodious Sleeping Cars attached to 8:00 p. m. train.
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 450 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring). Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
A. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

—AND—

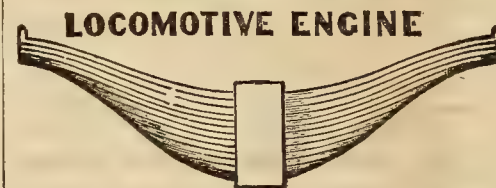
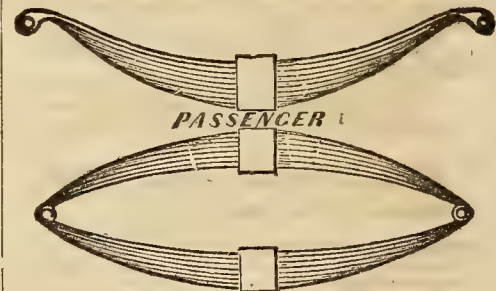
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, St Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and makes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.
The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS excepted):

	Depart.	Arrive.
Louisville, St. Louis and Cairo	7 20 A. M.	8 30 A. M.
Mail.....	7 20 A. M.	8 30 A. M.
St. Louis, Cairo, & Louisville....	7 50 P. M.	11 00 P. M.
Louisville, Special Train.....	3 45 P. M.	1 50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7 50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLETT, General Ticket Agent.
W. D. GRIFFIN, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 3:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 34 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 3.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.4 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections

all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MAY 10, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	6:00 A. M.	6:30 P. M.
Mail	9:00 A. M.	6:20 A. M.
Mi ford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail.....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:30 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....		8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	5:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:10 A. M.	6:40 P. M.
Night Express.....	10:30 P. M.	7:30 A. M.

Government Grants to Railroads,—Secretary Harlan's Report.

No government on earth has ever made such enormous grants to carry on gigantic enterprises as our own. The ancient nations, such as Rome and China, did make some prodigious works, and even the almost barbarous nations, whose ruins we find in Mexico, and in this country; but, none of them are anything like the magnitude and results of the works made by the United States. The Report of Secretary Harlan gives us a view of the part which the Government has performed, and will perform, in the work of railroad construction. As the government documents, however interesting, are so large, and so little diffused among the people, that they are seldom read, we will give a brief digest of the last report of the Department of the Interior on this subject. As all the railroads on the continent must, sooner or later, find their outlets on the Atlantic or Pacific, making in fact a grand net-work of communication between the two great oceans, it follows, that the first and most important idea in relation to these communications was to connect the Atlantic and Pacific. In fact, this has been the great idea of the European navigators for three hundred years. After the West Indies and Mexico were discovered, the Spanish captains were all directed to seek a passage to the Pacific Ocean. Cortez was furnished by the Mexican Emperor with a chart of the Tehuantepec route; but no land route was attempted in those days. About 1800, the celebrated traveler and philosopher, Humboldt (author of "New Spain"), suggested several routes; but they were all to be by water, so that we can see, in this fact, what a wonderful change has been brought about by railroads, and how all former ideas of commerce will be revolutionized. The points of connection suggested by Humboldt were: The connection of Columbia with the sources of Slave Lake and McKenzie river; but this would lead only to the Arctic, and would be practically useless. 2. The connection of the sources of the Rio Grande with those of the Colorado; but this, even if practicable, would only connect the Gulf of Mexico with the Gulf of California. 3. The other localities were Tehuantepec, Nicaragua and Panama, the same which occupied the Spanish attention three centuries ago; and has occupied the public mind to the present time. About 1805, Mr. Jefferson sent an expedition to find a route through by the Valley of the Missouri. This was the expedition of "Lewis and Clarke," which has been of the greatest utility; for it gave the first idea of the real magnitude of the Missouri Valley, near 3,000 miles in length; and of the gateways of the Rocky Mountains.

A few years after this exploration, an able English writer, in contemplating the opening of a maritime communication between the two

oceans, predicted that the whole of the immense interests which are deposited in the regions of Asia would become augmented in value to a degree which then could not be conceived, by obtaining direct access to them across the Pacific; that the traffic would be immense which would immediately begin to cover that ocean; that all the riches of India and China would move towards America, and the riches of Europe and America would move towards Asia; that vast depots would be formed at the great commercial towns which would immediately arise at the two extremities of the central canal, and that goods would be in a course of perpetual passage from one depot to the other.

At this time, we see clearly that this is a just view of the matter; but, it is probable, very few see and comprehend fully the immense magnitude of the interests which will find occupation and outlets, by the immense railroads, which must soon traverse the continent from ocean to ocean. In these columns, we have often advocated these interests, and strenuously argued in favor of the most liberal legislation towards them. We have now come to a time in which we begin to see some practical fruits of our labors, and of public intelligence directed towards that object. Already a telegraphic line, complete from ocean to ocean, flashes the state of politics and trade across the continent. The government has made such enormous grants to the Pacific Railroads, that they are already fairly in progress; and it is very evident that before long, the iron chariot will traverse the continent from New York to San Francisco. This brings us to the land grants of the Government, of which the Secretary gives an account, and that we may put in concise and clear terms, we give the Secretary's statement.

By an act of Congress in 1850, a grant was made to Illinois to aid in the construction of railroads. It conveyed for the purpose 2,595,053 acres, which have been valued as high as thirty millions of dollars, resulting in an extraordinary impulse to the settlement and prosperity of the State. At the date of the grant nearly half of the public land within the limits of Illinois was vacant and undisposed of. Now, after the lapse of only fifteen years, the United States have virtually retired as a landholder from the State.

By an act of August 4, 1852, the right of way is granted "to all rail and plank roads and macadamized turnpikes passing through the public land belonging to the United States," where the companies may be chartered within ten years from that date; since extended to August 4, 1867.

Congress have likewise granted lands for similar purposes to Mississippi, Alabama, Missouri, Arkansas, Iowa, Florida, Michigan, Louisiana, Wisconsin, Minnesota and Kansas. These, together with the concessions to Illinois, cover an area, by estimate in round numbers, of forty millions, seven hundred and forty-five thousand six hundred acres, half of which has already been certified and the titles vested.

In aid of the construction of wagon roads there have been conceded to Wisconsin, Michigan and Oregon, an aggregate of nearly two and a quarter millions of acres.

These fifty millions of acres of the public

land, are worth to the companies receiving the grants full *two hundred millions of dollars*. The grant to the Illinois Central Railroad was worth \$30,000,000; and those to Iowa, Michigan, Missouri, Wisconsin and Kansas will be, if well managed, worth as much in proportion. But, the whole of these grants were less than that made to the Pacific route. The concessions to the Pacific were made under the laws of 1862 and 1864. The first of these routes was from Omaha (Nebraska) to be united with the Union Pacific on the Missouri side, linked to the Central Pacific on the western side, "constituting one great national route, with a line from the Missouri river at the mouth of the Kansas in north latitude 39° 20', near the latitude of Washington city, the national metropolis, and of St. Louis, curving northward, takes its westerly course by two branches along the Kansas and Republican rivers, uniting upon the 100th meridian, thence across the plains to the capital of the new State of Colorado, onward over mountains and through valleys, extending to Great Salt Lake City in latitude 40° 50'. From that point the Union Pacific and Central will traverse Nevada, near the silver region, entering California, and reaching the navigable waters of the Sacramento, in latitude 40° 15'; turning southwardly along the valley of that river, *via* Sacramento City, it will extend to San Francisco, in latitude 37° 47'. Then the terminus on the eastern or Kansas-Missouri side will have a branch road, now in progress, and the construction of which is aided by a liberal grant, starting from Leavenworth, through Lawrence, in Kansas, to the southern boundary of that State, in the direction of Galveston bay, on the Gulf of Mexico. This road, extended to the latter point, would not only open to our advancing population one of the richest agricultural regions on the continent, but would connect the whole system of railroads north and south, unite them to the great Pacific trunk line, and bind the northern, central, and southern portions of the great valley of the Mississippi by the indissoluble bonds of interest and commerce. Congress has ordered land concessions in aid of the Union Central route, which, by estimate, will embrace some thirty-five millions of acres.

"The second of these semi-continental routes is the northern Pacific railway, which will begin at a point on Lake Superior, in Minnesota, in latitude 47° north, running thence westwardly between the parallels of 45° 30' and 48° 30' north latitude, by a serpentine line to Olympia, at the southernmost point of Puget's sound, in latitude 47° 12' north, in Washington Territory," with a branch along the valley of the Columbia, to Portland, Oregon, in latitude 45° 30'. The land grant to accomplish this great work will comprise *forty-seven millions three hundred and sixty thousand acres*. *Thirty-one miles*

of the western road, in California, was completed in 1865. In the mean time, the Union Pacific, advancing through Kansas to Fort Riley is being rapidly constructed; and, also the division from Omaha (Nebraska Territory); and there is a good prospect, that these lines will before long be far on their way to the Pacific.

Of these grants, the Secretary says:

These immense railroad grants, by estimate, embrace the quantity of one hundred and twenty-five millions of acres, exceeding by eight millions of acres the aggregate area of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland. These enormous grants are within about a fourth of being twice the united area of England, Scotland, Wales, Ireland, Guernsey, Jersey, the Isle of Man, and islands of the British seas, and less than a tenth of being equal to the French empire proper, with its 79 departments and its 37,510 communes.

Why is it that the Congress of the United States, as the national trustee, charged under the Constitution with the disposal of the public lands, have made grants on such a stupendous scale as this? The answer is found not merely in the indemnifying principle of duplicating the reserved sections, but in the higher purpose of opening speedy communication by the iron railway across the continent to unite the great industrial interests of the Atlantic slope, the valley of the Mississippi, and the declivity of the Rocky Mountains to the Pacific.

We think a fair valuation of the land grants of the United States to railroads cannot be put below *five hundred millions of dollars*; a sum fully equivalent to the construction and equipment of twelve thousand miles of railroad; more than the largest nations of Europe have. If, in the progress of future new States, the Government should grant one hundred millions of acres in addition, there can be no doubt, it would add fourfold the value to the wealth and to the productive industry of the country. We have remaining more than six hundred millions of acres, and conceding that one half are mountainous and barren; yet, the concession of one third the good part would no doubt give tenfold value to the remainder. As we look upon these facts it seems as of no imagination picture. The grandeur of physical development will most rapidly be seen in what have hitherto been considered the wild, barren, or mountainous portions of our country. The mountains give forth gold; the plains, grain; and the valleys, grass; and the whole will be traversed with such enormous lines of communication, as the world has never known.

At a recent meeting of the people of St. Vincent, Canada, it was resolved that "forty thousand dollars be given to any Company who would build a railroad from Collingwood, through Meaford, to Owen Sound, within two years."

Commerce of New York.

We give below from the *New York Journal of Commerce*, a statement of the Commerce of New York monthly for a series of years. The imports for the year 1865, contrary to the general anticipation, increased so rapidly during the last five months, that the total is in excess of the corresponding figures for 1864, the gain on the twelve months being a little over six millions of dollars. To show what relation this result bears to the returns of former years, the following statement is given for each similar period in 1850. It will be seen that the returns for 1856, 1857, 1859 and 1860, were each in excess of the total given; but with these exceptions, this is the largest total on record. All the figures referring to the imports show only the foreign cost in gold, freight and duty not added,—

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851...	\$119,592,264	\$9,719,771	\$2,493,513	\$131,805,548
1852...	115,336,052	12,105,342	2,409,225	129,850,619
1853...	179,542,412	12,150,387	2,429,063	194,121,862
1854...	163,494,994	15,768,916	2,075,572	181,339,482
1855...	142,900,671	14,103,946	855,631	157,860,248
1856...	193,839,646	17,902,578	1,511,425	213,253,649
1857...	196,279,362	21,410,774	12,695,033	230,385,169
1858...	128,578,256	22,924,961	2,294,120	153,897,337
1859...	213,640,363	2,708,732	2,516,481	218,865,576
1860...	201,401,093	28,065,447	8,632,330	238,100,460
1861...	95,336,435	30,353,618	37,088,413	162,778,466
1862...	149,970,415	23,291,625	1,329,277	174,591,317
1863...	174,521,766	11,567,000	1,523,411	187,612,177
1864...	204,128,266	10,311,902	2,265,632	216,705,800
1865...	212,208,301	10,410,537	2,123,281	224,742,119

Under the head of dutiable, in the above table, is given both the amount entered directly for consumption and that entered for warehousing, to show the total of duty paying goods issued at the port. The total receipts of free goods are each year decreasing, nearly all of the imports now being chargeable with duty. The following comparative summaries will show the amounts entered for consumption, entered for warehousing, free goods, specie, and total imports for each month during the last three years. These figures represent only the foreign value in gold:

CLASSIFICATION OF IMPORTS AT NEW YORK.

	1863.	1864.	1865.
Dry goods.....	\$7,274,547	\$7,589,732	\$9,195,133
Gen'l merchandise, 118,842,19		144,970,36	130,654,00
Specie.....	1,523,811	3,265,222	2,123,281
Total.....	\$187,614,577	\$218,825,312	\$224,742,119

The increased receipts from Customs at New York in 1865 over 1864, is not owing so much to increased imports, or even higher tariff on some articles, as to the fact that a greater proportion of the imports were thrown upon the market. Many persons forget that the duties are not collected upon all the goods arriving at the port, but only upon the total thrown on the market. Nearly thirty-two millions of goods were landed in 1864 and added to the stock in bond, thus paying no duties until the following year.

The exports from New York to foreign ports represent the value in paper currency, except in the item of specie. The following is a quarterly table of the exports, exclusive of the precious metals:

EXPORTS FROM NEW YORK TO FOREIGN PORTS, EXCLUSIVE OF SPECIE.

	1863.	1864.	1865.
1st Quarter.....	\$30,614,908	\$41,429,756	\$46,710,119
2d ".....	41,146,736	47,446,686	54,216,537
3d ".....	38,295,587	79,513,134	40,521,493
4th ".....	40,223,747	52,426,906	68,178,91
Total.....	\$170,281,988	\$221,816,512	\$219,626,599

It will thus be seen that while the imports for the year show an increase, the exports of produce and merchandise have fallen off from

the total for 1864 about forty-three million dollars. Part of this is owing to the change in the currency, and part is due to an actual decrease in the quantity of produce that has been shipped.

The varying course of trade throughout the year will attract special attention. In 1864 the bulk of the imports came forward during the first seven months, the remainder of the year ran very light. In 1865 it was exactly reversed, the large bulk of the imports having arrived during the last five months of the year. The warehousing movement shows a wide diversity in its course. In 1864, ninety-nine millions of the imports were entered for warehousing, and only sixty-seven millions withdrawn, leaving an increase of nearly thirty-two millions added to the stock in bond. During the year 1865, the movement up to Dec. 1st, showed a reduction of this stock; but the large entries in the last month of the year turned the scale, leaving an increase of three millions over the very large stock held at the beginning of the year.

The decrease in the exports in 1865, as compared with 1864, amounts to about sixty-four millions; of this, forty-three millions was the falling off in produce, and nearly twenty-one millions in specie.

Since the beginning of the current year there has been a most enormous gain in the imports as compared with the past and preceding years. This is partly explained by the fact that the last year's business was crowded into the closing months, while this year leads off extravagantly at the beginning. The exports thus far show also a large gain on the former totals.—*Am. Railroad Journ.*

Northern Pacific Railroad Company.

The following preamble and resolutions were unanimously adopted by the Chicago Board of Trade at a meeting held on Saturday of last week:

Recognizing the importance to the people of the United States of supplying, with the least possible delay, such facilities of communication and transportation as will place the various sections of the country in connection with each other, and especially as will insure the settlement, growth, and prosperity of the newer States and Territories of the Northwest; believing also, that the National Government, in rendering judicious and discriminating aid to public works which will secure these results, is practicing the best economy and most truly promoting its own financial interests, the Board of Trade of Chicago desires to give expression to its opinions in reference to the Northern Pacific Railroad, and the plan now before Congress to secure its immediate construction; be it therefore

Resolved, That the project of building a railroad from Lake Superior to Puget Sound by a route which has been pronounced by explorers and engineers to be both feasible and eligible, which will connect the great lakes with the Mississippi, the Missouri, the Yellow Stone, and the Columbia rivers, and with the Pacific coast, and which will furnish easy access to the rich agricultural and mineral districts of the interior, meets with the hearty approval and commendation of this Board.

Resolved, That the recommendation of the Pacific Railroad Committee of the House of Representatives, in a bill now pending in that body, that the guarantee of the Government shall be given for a term of years to the

interest upon a portion of the stock of the Northern Pacific Railroad Company; providing also for the reimbursement of the Government for any advances it may thus be called to make, by the pledge of the proceeds of the Company's lands; contemplates a method of assistance which can not, in any event, prove a burden to the public treasury, while it will impart sufficient confidence in the securities of the Company to enable it to command the money requisite for the prosecution of the work.

Resolved, That in view of the great advantage to the city of Chicago, in common with the other cities of the Northwest, taken in connection with the benefits to the entire nation in the development of the national resources and the increase of the revenues, which will result from the extension of our railroad system across the continent upon or near the line of the 45th parallel, this Board ventures to express the earnest hope that the Senators and Representatives in Congress from Illinois and the adjacent States, will use all their influence in favor of the passage of the Northern Pacific railroad bill now referred to.

Resolved, That a circular copy of these resolutions, duly attested, be addressed to each Senator and Representative in Congress from the Northwest.—*West. Railroad Gazette.*

Cincinnati Locomotive Works.

These works were established in 1828, by A. Harkness, Esq.,—since deceased. The senior member of the present firm, Messrs. Robert Moore & Sons, commenced in the above year with Mr. Harkness as a pattern maker, and has continued in the establishment without interruption since that period. The works now cover nearly an entire square of ground on the north side of East Front street, bordering on the Ohio River. Along the front and connecting with the Little Miami Railway on the east, and with the Indianapolis & Cincinnati and the Marietta & Cincinnati Railways on the west, is laid a permanent track, thus making it very convenient for delivering locomotives. Locomotives have to be taken only down the river bank to be put on a boat. The works in their incipency were applied to the building of marine and land engines and mill work. A large number of sugar mills for Louisiana were built about, and some before, the year 1830. In 1828 or 1829, some French planters of Louisiana applied to Mr. Harkness to have constructed some three or four large mills with suitable steam power, bringing with them a wheel pattern for end of rollers, and made entirely of cedar wood. It is pretty evident that these were the first sugar mills made in the country for Louisiana, and the manufacture of these sugar mills was what in fact gave a good start to the works. The works now embrace steam hammer power capable of making ordinary shafts for steamers, and a foundry of unusual capacity, embracing two air furnaces and two cupolas for the melting of iron. The construction of locomotives was commenced in the year 1845 or 1846, and has been continued without intermission, and it is probably the only locomotive establishment in the west or south among some nine or ten that once existed that has not suspended. This is imputed in part to the diversified and excellent character of the work, and to not being confined exclusively to the construction of locomotives. They claim to be at least equal

to any other establishment in the style and quality of locomotives constructed, and are amply able, with their extended means, skill and long experience, to execute orders promptly, and to give full satisfaction as to the character of the work turned out.—*Am. Railway Times.*

Messrs. Moore & Sons fully merit all the good that can be said of them, either by our Boston cotemporary or "any other man;" as to their locomotives, there are none better made, as most railroad men in the west can testify.

Pennsylvania Railroad—Report of the General Superintendent for 1865.

ALTOONA, December 31, 1865.

To the President and Directors of the Pennsylvania Railroad Company.

GENTLEMEN:—Herewith is submitted the report of the operations of your road during the year 1865.

The results of the year's business are as follows:

The earnings have been—

From transportation of freight, and tolls on individual cars.....	\$11,193,565 27
" First class passengers (including U. S. tax).....	4,055,872 06
" Emigrant passengers.....	114,320 81
" Adams Express Company (regular).....	113,410 00
" " " (extra).....	370,311 85
" Transportation of U. S. mails.....	80,130 55
" Government troops (including U. S. tax).....	1,278,884 60
" Rents of property.....	51,617 93
" All other sources.....	197,094 32
Total.....	\$17,459,169 49

The expenses have been:

MOTIVE POWER.

Ordinary.....	\$3,268,957 76
New locomotives.....	1,434,561 93
New tools and machinery.....	111,394 61
Total.....	\$4,814,913 40

CONDUCTING TRANSPORTATION.

Ordinary.....	\$3,450,247 97
New Buildings and Extensions.....	245,439 02
Total.....	\$3,735,286 03

MAINTENANCE OF WAY.

Ordinary.....	\$2,625,520 35
Extension of 2d track and sidings.....	269,575 97
Total.....	\$2,895,096 32

MAINTENANCE OF CARS.

Ordinary.....	\$1,330,467 52*
New freight cars.....	156,403 56
New passenger cars.....	180,754 31
General expenses, ordinary.....	166,107 34
Total.....	\$13,270,058 54

Net earnings..... \$4,189,110 95

* This amount includes \$92,148 49 expended in repairs of cars in use on the Philadelphia & Erie Railroad.

RECAPITULATION.

Total earnings.....	\$17,459,169 49
Total ordinary expenses.....	\$10,881,930 04
Total extraordinary.....	2,368,128 50
Total expenses.....	13,270,058 54
Net.....	\$4,189,110 95

COMPARISON WITH 1864.

Gross earnings—1865.....	\$17,459,169 49
" " 1864.....	14,759,057 66
Increase in gross earnings.....	\$2,700,111 83
Net earnings—1865.....	\$4,189,110 95
" " 1864.....	4,065,113 47
Increase in net earnings.....	\$123,997 48
Ordinary expenses—1865.....	\$10,881,930 04
" " 1864.....	8,225,659 67
Increase in ordinary expenses.....	\$2,656,270 37
Extraordinary exp.—1865.....	\$2,368,128 50
" " 1864.....	2,468,244 52
Decrease in extraordinary expenses.....	\$90,156 02
Total increase in expenses.....	\$2,576,114 35

DIVIDED AS FOLLOWS:

	1865.	1864.	Increase.
Motive Power...	\$4,814,913 40	\$3,256,032 32	\$1,558,881 08
Conducting transportation.....	3,736,386 09	3,031,531 37	704,754 72
† Maintenance of Way.....	2,895,096 32	2,248,768 12	646,328 19
Maintenance of Cars.....	1,657,625 39	2,004,993 04	* 347,367 65
General expenses.....	166,137 34	152,599 33	13,538 01
† Including 29½ miles of new track.			* Decrease.

Total increase as above..... \$2,576,114 35

The extraordinary expenses are as follows:

MOTIVE POWER.

For new locomotives.....	\$1,434,561 93
tools & machinery.....	111,394 61
	\$1,545,955 64

CONDUCTING TRANSPORTATION.

For new buildings and extensions.....	245,439 02
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MAINTENANCE OF WAY.

For extension of 2d track and sidings.....	269,575 97
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MAINTENANCE OF CARS.

For new cars.....	327,157 87
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Total..... \$2,488,228 50

During 1865 there were transported—

First class passengers.....	2,455,652
Emigrants.....	27,791
U. S. troops.....	378,393
Freight (in tons).....	2,798,810

COMPARED WITH 1864.

	1865.	1864.	Increase.
First class passengers.....	2,455,652	2,366 213	89,437
Emigrants.....	27,791	23 217	4,574
U. S. troops.....	378,393	198,084	180,309
Tons of freight.....	2,798,810	2,764,876	33,934

The increase in regular working expenses has been.....	\$2,656,270 37
The increase in number of miles run by engines has been.....	592,782
The increase in number of tons of freight moved has been.....	33,934
The increase in the number of passengers carried has been.....	89,439

There has been no material decrease in the cost of labor during the year, but skilled labor has become more abundant. The large amount of work which it has been necessary to do in our shops at night, on account of insufficient room for the necessary repairs of engines and cars, has been very expensive, and has greatly swelled the repair account.

A large amount of work has been done. The Superintendent of Motive Power and Machinery reports that thirty-six (36) locomotives have been thoroughly rebuilt. Our large locomotive and car equipment has been kept up, and large additions have been made by the company to its passenger car stock.

The reports of the Chief Engineer and the Superintendent of Motive Power and Machinery accompany this, and you are respectfully referred to them for full particulars connected with the operation of their respective departments during the past year.

New round houses for the shelter of locomotives, large numbers of which now stand out at night exposed to the weather, in the absence of such protection, are imperatively needed at Harrisburg, Altoona and Pittsburgh, and their early construction is recommended.

The report of the Superintendent of Motive Power and Machinery shows that at this date there are upon the Pennsylvania Railroad proper—

Locomotive engines.....	352
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Passenger equipment as follows:

Passenger cars.....	141
Emigrant cars.....	40
Baggage cars.....	43
Express cars.....	38
Total passenger equipment.....	262

Freight equipment:

Box cars.....	2,002
Stock cars.....	947
Gondola cars.....	1,644
Coal cars.....	740
Total freight equipment.....	5,336
Coal cars, belonging to Gas, Coal and other Companies.....	864
Joint A and B cars, belonging to P. & R. Railroad, in use in Allegheny and Broad Top coal trade.....	609
Union Line cars, running over Pennsylvania Railroad in connection with other roads.....	790

Total freight and coal cars in use on Pennsylvania Railroad.....7,590

In addition to the cars specified, there are in use in the Engineer's Department—in Maintenance of Way and in Construction—cars of all kinds.....542

Total number of cars in use on main line.....8,394

A large portion of the car equipment of the Philadelphia & Erie Railroad also passes over the Philadelphia Division of the Pennsylvania Railroad in moving trade to and from Philadelphia.

BRANCH ROADS.—Since last report the Bald Eagle Valley Railroad has been opened for business throughout its length, 55 miles, completing the connection between the Pennsylvania Railroad at Tyrone, and the Philadelphia & Erie at Lock Haven.

The Western Pennsylvania Railroad, from Blairsville to Freeport, on the Allegheny river, 34 3-10 miles, has been completed, and is now operated by this company under a lease.

The Mifflin & Centre County Railroad has also been completed from Lewistown Station to Reedsville, 6 9-10 miles, and is operated by this company under a lease.

COAL TRADE.—This trade continued active, and until near the close of the year offered employment to more cars than could be spared for it. Contracts entered into for new cars will provide for this want.

LIVE STOCK.—The trade in live stock has also been heavy, and additional stock cars have been ordered, so that we may be prepared for any probable increase of it.

The new passenger station at Pittsburgh was completed during the autumn, so far as to allow of the occupancy of the waiting rooms and ticket offices; the remainder of the building will be completed early in the year. All passenger trains now arrive at and depart from the new station.

The location of the waiting rooms at the Philadelphia Passenger Station was found inconvenient on account of their distance from the baggage rooms, and a new building has been recently erected adjoining the baggage room, which is found to add greatly to the comfort and convenience of travelers.

SECOND TRACK.—About six (6) miles of second track have been laid, and the single track on the main line has been reduced to 1½ miles in all, the greater portion of which, it is hoped, will be laid during the ensuing year.

IRON BRIDGES.—A double-track bridge of five spans for the Juniata river, at Granville, has been built at Altoona shop; but the work in this department has been much retarded by the pressing demands upon the shops, caused by the rapid increase in the equipment of the road, and the consequent necessity of keeping it in repair.

The completion of a new smith shop, now under construction at Altoona, and the greater abundance of labor, will enable the company to carry on the construction of iron bridges with greater activity than has been possible during the last three years.

With the present year terminates my connection with the Pennsylvania Railroad Company, as its General Superintendent. My

term of office has included a period of great business activity, caused by the the successful efforts of the National Government to suppress the great rebellion; during that period the most pressing demands have been made upon the road and its officers. I have heretofore acknowledged my great indebtedness to my assistants and their subordinates, for their earnest co-operation and assistance; but I wish to renew the acknowledgment here—not as a matter of form, but because it is heartfelt and sincere—it is with no slight feelings of regret that my connection with them is severed.

My successor brings to the position a well established character, and large business experience; he merits, and I trust he will receive at your hands, the full confidence and support which have always been extended by you to me. Respectfully submitted,

ENOCH LEWIS,
General Superintendent.

Cincinnati, Richmond & Chicago Railway.

The name of the Eaton & Hamilton Railroad has been changed to that of the Cincinnati, Richmond & Chicago Railroad. Recently the creditors of the road capitalized their several claims, and under a decree of Court the whole property was sold, by consent of parties, and a single mortgage was issued securing 7 per cent bonds to the amount of \$450,000. This now constitutes the entire funded debt of the Company. There is no floating debt. The Directors of the Cincinnati, Hamilton & Dayton Railroad Company purchased a majority of the stock at 25 cents on the dollar, and yesterday the management of the road passed into the hands of the latter. The old Board of Directors met at Eaton and closed up the business of the Company. The stock and bondholders met at the same place subsequently, and elected as directors the Hamilton & Dayton board, with the exception of Geo. T. Steadman, in whose place E. W. McGuire, the efficient Secretary of the late Eaton & Hamilton company was chosen. The new board organized by electing S. S. L'Hommedieu, President, John W. Hartwell, Vice President; D. McLaren, General Superintendent; S. C. Conover, Assistant Superintendent; and F. C. Short, Treasurer. E. W. McGuire was appointed agent of the company at Eaton. The ownership of the road is in the hands of the directors of the C. H. & D. R. R. individually; but it has been secured for the company, subject to the approval of the stockholders. The latter will, of course, accept the purchase, as it is unquestionably an arrangement that will yield a large profit. The road will thus become, in fact, part of the Cincinnati, Hamilton & Dayton company, and must prove one of the most important and profitable feeders of this now great trunk line. It is a link in the line to Chicago, and the route as far as Richmond being now in the hands of a powerful and wealthy corporation, the "Air Line," as it is called, will undergo a favorable change, and grow in popularity with the business and traveling public.

Mr. L'Hommedieu is now President of four roads, viz: C. H. & D., Dayton & Michigan, Atlantic & Great Western, and Cincinnati, Richmond & Chicago. These roads all run into the trunk line, and are in part, actually, and in whole, so far as business interests are concerned, connected closely with the Cincinnati, Hamilton & Dayton road. The combined interest is a powerful one, and as regards capital and miles of road, is greater than those over which any one man in the United States,

or in the world, presides. The duties of the position might, therefore, at first sight, seem too great for one mind; but owing to the perfect system organized by Mr. L'Hommedieu, and the able corps of assistants, from Vice President down, his work is really less than he would be required to perform if he should attend to the details of a single line. His position, in fact, corresponds to that of a General in the field directing the movements of different corps of one great army. He exercises a general supervision, indicates the general policy, and his Vice Presidents superintends, and Assistant Superintendents attend to details in their respective divisions and departments. The plan has not been tried before in this country, but it is plain to see that the combined interests can be, (and experience proves that they are being) worked more efficiently and economically under this one head than if managed by distinct organizations. There is no clashing of interests; no disagreements about running arrangements or division of earnings, or rates of charges; but from Salamanca, Toledo and Richmond to Cincinnati, these vast lines are worked with perfect ease and entire harmony; and their business is developed as it could not be under separate organizations;—*Gazette*.

Steel for Transferring Engravings.

Newton's London *Journal of Arts*, for January, contains the following very interesting article by J. C. DYER, on the "Origin of the Employment of Steel for Transferring Engravings."

At the beginning of this century, upon the death of Washington, medals to commemorate that event being called for, Mr. Jacob Perkins (then a silversmith at Newburyport, near Boston,) undertook to supply them, and, as they were required in large numbers speedily, he devised a summary process of transferring the engraved design, from prepared steel dies, or stamps, by which he obtained several from one original die, and thus a vast number of medals were rapidly produced. Shortly after, Mr. Perkins applied the same principle of transferring engravings for bank notes, on which very elaborate designs were printed, to prevent or render their being forged very difficult by the hand of the engraver. To effect this, he procured cast steel plates, and decarbonated their surfaces to the depth of about one-sixteenth of an inch, which were thus converted into very soft and pure iron, the letters and designs for the notes being then engraved upon them, they were case-hardened and tempered for use, but in lieu of printing from these plates they were used as dies for making others to print with. His next process was to prepare a cast steel cylinder, which, in like manner, was decarbonated at the surface, and then, under a strong traversing pressure, it was rolled over the letters and figures engraved on the hardened plate, and these engravings were taken up in relief on the surface of the soft cylinder. This cylinder being then hardened and tempered, was used to transfer, by means of the same traversing pressure, the entire work upon its surface, to any number of copper or soft steel plates for printing with.

The adoption of this plan by several banks, for having very elaborate engravings on their notes, turned the counterfeiters upon other banks, whose notes would be so much more readily forged, which led to an extended demand by the other banks.

In the year 1809 Mr. Perkins communicated to me the details of his process of transferring engravings, with a view to having the invention patented in England for our joint account. From the success of his plan in America its adoption here was anticipated, and still further development of it looked for from the higher state of the graphic arts in London. With this view I took out patents, and minutely specified "the method of carrying the invention into effect." A very beautiful design was then obtained from the classic pencil of the late Sir R. Smirk, R.A., which was engraved by Reimback, on prepared steel, for printing bank notes. But I could not succeed at that time to induce the Bank of England or any other bank to adopt the plan, nor could the booksellers then be made to perceive the importance of the transferring system for illustrating books, for which it has since been so extensively used. The time had not arrived when public attention could be drawn to the bank note forgeries as a national evil, and the disgrace of hanging men for a feat so readily performed as that of forging the one-pound notes then in general circulation. If any excuse can be offered for this apathy, it may be said that the passions and interests connected with the war, together with those yet more embarrassing that arose from the transitions from war to peace, caused such disturbances in the circulating medium and in the general interests of commerce and industry, that it became very difficult to awaken public attention to the great scandal of relying solely upon the gallows for preventing forgeries.

After the transition period, having better hopes of success, I recommended Mr. Perkins to come over himself and explain his system, and aid the artists here in putting it into operation. Accordingly, in the year 1820, Mr. Perkins came to England, and being over sanguine, brought a large staff of able artists, mechanics, etc., but he could not bring any money to aid in establishing his intended works in London. He had assumed that capital could always be obtained in England for conducting any safe and profitable schemes. Now, the matter of proving his to be such was not easy to establish with the *moneyed class*; so to me alone, not of that class, he had to look for the entire expenses of his mission, and this I could only bear for a few months. After some time, the late Mr. Charles Heath, the eminent engraver, was induced to join Mr. Perkins and become a partner in the engraving works which were then commenced in Fleet Street, and are still continued by their successors.

Besides the printing on paper, Mr. Perkins' system of transferring has been since very extensively employed for calico printing, and in later years we have also seen his process employed to a vast extent in many other departments of the graphic art, such as post-office and receipt stamps, and other prints that are required in greater numbers than could be produced by other means than steel plates or stamps. His system of engraving on steel has at length become a great artistic power, the wide-spread increase of which has given employment to labor and capital to a vast extent in the several branches of art before stated, and from which I believe many large fortunes have been made, but little other than "toil and trouble" ever accrued to the inventor of them.

The railroad bridge at Welden has been finished, thus completing the connection between Petersburg and Raleigh.

Converting Iron into Steel.

M. Galy-Cazalat passes superheated steam into the fused iron. In traversing the mass the steam is, of course, decomposed; the oxygen burns progressively the carbon and oxide of iron, while the hydrogen combines with and removes the sulphur, phosphorus and other metalloids which render the steel brittle. When the color of flame at the top of the mass indicates a proper amount of decarburization the steel is run out. The author operates either in a cupola or a reverberatory furnace of his own construction, in which the waste heat from the furnace is utilized to produce the steam. There has always been a difficulty in knowing when to stop the decarburizing current, the process often being carried too far; but to-day, says the author, common steel can always be regularly produced by completely decarburizing the cast iron, and then adding 10 per cent. of spathic cast iron, which restores to the iron the amount of carbon necessary to effect the conversion into steel. By a peculiar contrivance the author shuts off the current of superheated steam from the metal and passes it into the chimney, where it serves to increase the draft in the furnace, and thus leaves the steel in a state of tranquil fusion for about fifteen minutes, by which he gets a perfectly homogeneous mass. To remove bubbles in his castings he has a very ingenious device. A cannon, for example, being cast, while the metal is still hot and soft, he covers the mould hermetically with a sort of hat, from the top of which rises a pipe, in which is placed 6 or 10 grammes of a mixture 80 parts of saltpetre and 20 parts of charcoal. By opening a stop-cock the powder is allowed to fall on the metal, where it gets ignited, producing a large quantity of gas which exerts pressure on all parts of the casting, removing the bubbles and increasing the tenacity of the metal. —*London Chem. News*.

Experiments on Petroleum as Steam Fuel.

Congress has appropriated \$5,000 to be expended at the Brooklyn Navy Yard in testing the efficiency and economy of petroleum as a fuel for war steamers; the plan to be tried being that of the New York Petroleum Light and Fuel Company, which was some time ago tried at the Morgan Iron works, and reported upon by Mr. Julius W. Adams, C. E. The results reported were more favorable than those in England in respect to the absence of smoke and the heating effect. At the present prices of petroleum in this region there is little prospect of its economy; but if, as some believe, it can be found on the plains of the Missouri, where it is not saleable for other use, and where coal is not yet found, and wood is very scarce, it may prove of vast importance to the overland transportation, by railway or traction engines.

Railroad Enterprises in Michigan.

Three notable railroad enterprises are now being rapidly pushed forward in the State of Michigan, in each of which the city of Detroit is deeply interested. These are the Grand Trunk Extension, designed to commence at Port Huron, traverse a rich section of Central Michigan, and terminate in Chicago; the Grand River Valley Railroad, to connect the cities of Jackson and Grand Rapids, and ultimately to be extended southeast to Toledo and northwest to Muskegon, and eventually to

Journal of Railroad Law.

Grand Traverse, or still further north, so as to control the lake shore commerce of the Lake Michigan lumber and oil regions, the plaster of Grand Rapids, the coal of Grand Ledge, the grain and produce of a large section of Southern Michigan, and the commerce of several important towns in favor of Toledo; and the Grand Rapids and Northern Indiana Railroad, leading direct from Grand Rapids, and still further south to Cincinnati.

By the Grand Trunk Extension, if the project should be successfully completed, says the *Detroit Post* of the 2d, a large share of commerce was expected to pass by Detroit and reach the sea over Canadian lines; but the termination of the Reciprocity Treaty, and the growing and natural jealousy of a foreign and not too friendly power, must tend strongly to preserve to American lines running through Detroit the greater share of trade and travel; so that, if the line is completed, we are convinced that it will only add another feeder to the importance and growth of this city, even if its eastern terminus is not located here. As the scheme at present is the least advanced, and in view of late events, least likely to reach an early completion of the three projects mentioned, we may dismiss it with an assurance that, in our opinion, instead of creating uneasiness, it ought to be encouraged by Detroit influence, so far as that portion between the crossing of the Detroit and Milwaukee line and the city of Chicago is concerned, at least.

The Grand River Valley line with its proposed extension to Toledo, is the natural effort of a too long neglected region to reach the lines connecting with the seaboard by the shortest and best route. Fortunately for Toledo, that city is on the natural line for such a route. But the exultation of that city at the prospect of at last becoming the terminus of a railroad line, is altogether too violent to stand the test of reason. The line from Jackson to Grand Rapids must and will be completed first, thus giving to Detroit the just benefit of the new commerce.

The Grand Rapids and Indiana line, we can readily believe, will operate to greatly benefit and build up the region about and north of Grand Rapids, giving to the plaster, agriculture and lumber interests there a new impetus, and developing and enriching the western part of the State.

A borax-yielding lake has been discovered in California, which promises to afford a large supply of that valuable salt. It is located near Clear Lake, 65 miles southwest of Suisun Bay, and 36 miles from the Pacific, in a region of country decidedly volcanic.

The borax lake is about 4,000 feet long by 1,800 wide at present, though there are indications that in former times its extent was much greater. Its present depth is 3 feet. The water contains a large percentage of borax, but what is of more importance, a solid bed of this substance, in crystalline condition, lines the bottom of the whole lake. This solid salt is taken out by means of movable coffer-dams, and is found to be remarkably pure.

During the dry season of 1865, 240 tons, at the rate of 2½ tons per day, were removed, 40 tons of which were used in the California mint, and 200 tons were shipped to New York.

Very near this lake is a considerable deposit of sulphur, where solfatara action is still going on, and also a hot spring, charged with a very large percentage of borax and carbonate of ammonia.

The case of *Wm. H. Lovett vs. Salam and South Denver Railroad Company*, recently decided in Massachusetts, involves the question whether, if a child of tender years wrongfully gets upon the platform of a car, and is not immediately expelled therefrom, the driver may afterwards expel him while he is driving at such a rate of speed as to make it dangerous for the child to leave. The opinion was written by

CHAPMAN, J.—The defendants' objection that the plaintiff has set forth his cause of action in more than one count is not valid. It was provided by the statute 1851, C. 233, §2, that "one count and no more" should be inserted in the declaration for each cause of action. But in the revision of this act in 1852, this provision was changed. By statute 1852, C. 312, §1, "one count only need be inserted for each cause of action." This language does not restrain the plaintiff from inserting more than one, if he deems it expedient to do so, but leaves it at his option. It was clearly intended to alter the statute of the previous year in this respect.

Under the instructions of the Court the jury must have found that though the plaintiff was wrongfully upon the defendants' car, the driver ordered him to get off from it, intending thereby to make him leave it while in motion; that the plaintiff, by reason of being so ordered, left the car while it was in motion, and was thereby injured; and that in getting off he used ordinary care.

If the plaintiff had been a person of mature age, the mere words of the driver could not have been regarded as equivalent to a forcible ejection of the plaintiff from the car at a time when it was dangerous to leave it. For such a person might have exercised his own judgment as to the peril he might incur in attempting to obey the order. But the plaintiff was a child about ten years of age. His obedience would be naturally expected, without regard to the risk he might incur; and in respect to a child so young, the command would be equivalent to compulsion. As he was in fact badly injured, though it is found by the jury that he used due care, it is plain that the car was moving at such a rate that the attempt to get off was dangerous. The case therefore presents the question, whether, if a child of such tender years wrongfully gets upon the platform, and is not immediately expelled, the driver may afterwards expel him while he is driving at such a rate as to make it dangerous for the child to leave; or whether he must not first stop the car, or slacken its speed to such a degree that the child may leave the car in safety, provided he uses due care. It is different from the question what he might do for the purpose of preventing the child from getting on, or forcing him back immediately after he came upon the platform; and that subject need not be discussed here.

It was the right as well as the duty of the driver to protect the property of the defendants which had been intrusted to his care and management. But it is said in *Bird vs. Helbrook*, 4 Bing., 628, that for the protection of property no man has a right to resort to violence greater than the occasion requires. In 1 *Hilliard on Torts*, 2d ed., 160, the law applicable to this subject is stated as follows; "The fact that a plaintiff is a trespasser or violator of the law does not of itself discharge another from the observance of due and proper care towards him; or the duty of so exercising his own rights as not to injure the plaintiff unnecessarily. Neither will it neces-

sarily preclude the plaintiff from a recovery against a party guilty of negligence." The case of *Norris vs. Litchfield*, 35 E., 271, and *Kerwacker vs. Cleveland, &c., Railroad*, 3 Ohio, (N. S.) 172, contain a full discussion of the doctrine, and a reference to the authorities. In *Barnes vs. Ward*, 9 C. B., 420, it is said that a trespasser is liable to an action for the injury which he does, but he does not forfeit his right of action for an injury sustained by him. These doctrines must be regarded as unreasonable. If, for example, a person were to go on board of a ship just ready to set sail, it would be very unreasonable to hold that, because he was there without right and as a mere trespasser, the master might compel him to leave the ship by jumping into the sea several miles from the shore. It must be admitted that this is an extreme case, but on the same principle it would be unreasonable to hold that when the driver of the defendants' car found the plaintiff riding upon the platform as a trespasser he might compel him to leave while he was driving at such a rate as to make the act dangerous. The plaintiff was liable to an action for the trespass committed by him, and he was liable to be removed; but it was not necessary or reasonable that the right of removing him should be so exercised as to expose him to personal injury. For the negligence of the defendants' servant in this respect, they are liable. It was in his power, by reasonable efforts, to make it safe for the plaintiff to obey him, and he ought to have used such efforts.

It does not appear that the plaintiff participated in this carelessness. If we assume that he was not only guilty of a trespass, but of carelessness in getting upon the car, yet that carelessness was past, and he was riding in safety. In leaving the car he acted by constraint.

The doctrine that a party cannot recover in a case where he must trace his title to recovery through his own illegal act, as stated in *Way vs. Forster*, 1 Allen, 408, and the other cases cited by the defendants' counsel, is not applicable to such a case as this. The cause of action is the wrongful act of the defendants' servant in compelling the plaintiff to leave the car while he was driving at such a rate that, though the plaintiff used due care, the act of leaving caused an injury to him. The plaintiff's trespass is a separate matter.

It is contended that the parents of the plaintiff were guilty of negligence in permitting the plaintiff to be abroad at that time. But the Court cannot know this judicially. The question whether a boy of that age has sufficient capacity to take care of himself should be left to the jury.

Exceptions overruled.

RAILROAD ITEMS.

A method has been discovered in Belgium to obtain a photographic groundwork for oil paintings. Fine canvas or silk, such as is employed for small and delicate works, is used. The process is simply to cover the surface with a preparation of collodion and chloride of silver, and expose and prepare it in the ordinary manner, just as in the case of paper.

The European & North American Railway Company have contracted for the building of this road to the town of Winn, 56 miles from Bangor. A bridge over the Kenduskeag is the first work before the contractors.

The Directors of the Cincinnati, Peru & Chicago Railroad have negotiated a loan of \$600,000, which will be furnished in a week or two, when the work on the road will be prosecuted with vigor.

The Government offers for sale the military railroad in Texas, running from Brazos Santiago to the Rio Grande. Purchasers will be required to transport all troops in Texas at the same rates as are charged by the New York Central.

The engineers on the St. Louis & Cedar Rapids Railroad report that Keokuk county will require 30 per cent. less grading than any other county on the line, and that the whole route will require less grading than any road hitherto built in the State, with one exception.

From four to five hundred men are now employed on the Union & Titusville Railroad in the heaviest cuts and on the bridges and trestle work, and it is expected that the road will be in running order by the first of July.

The quantity of timber used for railway sleepers is very large. A sleeper measures three cubic feet, and one mile requires about 8,000 sleepers, which last on an average five years. Hence, 1,600 of these sleepers require changing annually. For 100 miles this will amount to 160,000.

The refinery of B. Pelton & Co., in Cleveland, was sold last week to Messrs Cowles & Mott, of Chicago, who propose to enter into the manufacture of lubricating oils.

A number of barrels of petroleum were recently picked up at sea thirty miles off the Isle of Wight, supposed to be from a wrecked vessel. Among the marks on the barrels was the following: "Warring, King & Co., Phila." This is a Pittsburg firm, having a branch in Philadelphia, and the oil was shipped by them. The name of the vessel is yet unknown.

STRANGE OCCURRENCE.—The Titusville *Herald* makes note of a case on the Stevenson farm where fire passed down into a well from a lamp at the mouth, and thence communicated by subterranean passages with another well which was pumping about 40 barrels per day. It set this well on fire and then passed, still under ground, to a lease at a little distance where it came to the surface through a ledge of rocks, setting a brush heap on fire. —*Reno Times*.

PIONEER RUN—Amid the general dullness and depression of the oil business in all its branches, the closing up of small producing wells which for various reasons which have been commented upon in our columns it does not pay to work, the thousand abandoned derricks and rusting engines, which, though deserted now, tell of former life and activity, it is refreshing to the seeker for oil news to witness the life and business of this comparatively new locality. In the circuit of a quarter of a mile we counted more than thirty new derricks, and the foundation of others are being laid. —*Reno Times*.

The Jamestown and Franklin Road is now in running order to Waterloo, five miles from Franklin.

MONETARY AND COMMERCIAL.

The condition of the money market shows a continued tendency to further ease. Currency is in abundant supply, and bankers do not hesitate to meet the wants of their customers whenever the paper offered is of an acceptable character. Indeed, this appears to be the condition in all the great cities, but especially in New York. Of the abundance of money there, the *Tribune* says it "is still abundant at 5 per cent. on call, and 6 per cent. is an exceptional rate with houses in good credit. The banks, in the absence of a supply of commercial paper, are using their funds in Government securities. Best paper is quoted at 6@7, and second grade at 8@9 per cent." This must continue to be the case with the New York market for some time to come, or until the West shall have a sufficient grain and produce surplus to admit of export. With our short crop and limited marketable means, if we desire to stop paying out our greenbacks, we must stop buying goods, and return to greater economy in living, until we raise something to sell that will bring back the money. This is our great evil, our "besetting sin." We admit that we are all sovereigns, and have a "right to liberty and the pursuit of happiness," and have the same right to dress and decorate our persons as Louis Napoleon, Queen Victoria, or the Empress Eugenia, yet at the same time we should not forget that we have not each of us got the millions working for us to supply our wants, to enable us to follow in her footsteps, as we have been attempting to do for a year or two past in all the vagaries of fashion. The fact is, we have become an extravagant people, we are too luxurious, and buy too many goods from Europe that we could just as well as not do without. Evidences of our indebtedness are not evidences of our wealth; this is wherein we have erred, and been led into overbuying. We do not, however, wish to be understood as being among those who would disparage the resources of the country; but, just emerging, as we are, from so great a military contest, in which the energy of the nation was turned to destroy rather than to produce the valuable staples of life, it should have led us, as a people, to greater efforts to husband our resources and restore the industrial products of the country, than to squander our means in the purchase of foreign goods.

The demand for exchange is in excess of the supply, and currency is constantly shipped to keep up balances. This is the case at all the commercial points in the west. The rates for exchange and coin are as follows:

	Buying.	Selling.
New York Exchange....	50@75c per M.	100c per M.
Philadelphia.....	5 @75c per M.	100c per M.
Boston.....	50@75c per M.	100c per M.
Silver.....	128 3/4	129 1/2
Gold.....	118@120	122@124

In the general markets dullness is the order of the day, except in flour and grain, in which there is some little speculative movement,

based on short crop theories. The gold market was a little excited at the close of the week, and the price advanced as high as 130, but at the close 128 1/2 was the buying rate and 129 1/2 the selling price. The latest European news show a decline in cotton, and also a decline in the price of American Government bonds.

The temper of the New York market is shown by the following from the *Tribune*.

"Government stocks were all strong at the first Board and offered sparingly. It is understood that the City banks have been steady buyers for some time to employ their balances. There is no commercial paper offering, such as they want, and employment in Government stocks is a last resort. Railway shares opened with great firmness, and higher prices were paid on several stocks. The news from London by the China checked the advancing tendency, and a good many stocks were thrown overboard. At the decline, the market was steady and a disposition shown to buy. The small stocks were steady. Mariposa Preferred was wanted at 25 1/2. At the second Board the 5-20s fell off, but all forms of currency debt were firm and in demand. The latest prices were as follows: Ohio Certificates, 26 1/2@26 3/4; Canton, 58 1/2@58 1/2; Cumberland Coal, 44 1/2@45 1/2; Quicksilver, 55 1/2@55 3/4; Mariposa, 13 1/2@13 1/2; do. preferred, 24 1/2@25; New York Central, 92 3/4@92 1/2; Erie, 73 3/4@73 1/2; Hudson River, 110@110 1/2; Reading, 107@107 1/2; Michigan, 77 3/4@77 3/4; Illinois Central, 120@121; Cleveland & Pittsburg, 81 1/2@82; Cleveland & Toledo, 104 1/2@104 1/2; Rock Island, 125 1/2@125 3/4; Northwestern, 29 3/4@29 1/2; do. Preferred, 61 1/2@61 3/4; Fort Wayne, 99 3/4@100."

The New York Bank statement shows an increase for the week ending April 28th, over the previous week, of Loans, \$8,956,442; Specie, \$2,671,060; Circulation, \$381,397; Deposits, \$7,654,729; Legal Tenders, \$615,425.

By a statement coming from the Treasury Department it appears that the actual receipts of the Government from the sources below mentioned, for the first nine months of the present fiscal year were as follows:

Customs (coin).....	\$128,967,375
Internal Revenue.....	243,890,548
Miscellaneous (premium on gold, &c).....	37,183,309

Actual aggregate receipt to Apr.

1, 1866..... \$410,041,232

The same ratio for the remaining three months will make the aggregate for the entire year \$540,000,000 without including the income tax now being assessed and collected within the present fiscal year, which added to the amount received up to April 1, will swell the amount of revenue from the sources mentioned to \$560,000,000.

The earnings of the Louisville & Frankfort and Lexington & Frankfort Railroads for the month of March, were:

From Passengers.....	\$27,304 00
" Freight.....	11,712 52
" Miscellaneous.....	3,632 15
Expenses.....	\$42,648 67
Net earnings.....	\$29,923 14
	\$12,525 33

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By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " " 35 " "	
3, 8 " " 11 " " 35 " "	
4, 8 " " 9 " " 35 " "	
5, 7½ " " 6½ " " 35 " "	
6, 10 " " 8 " " 40 " "	
7, 7½ " " 8 " " 35 " "	

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

COAL & IRON LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From **3½** to **15** Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

WRIGHTSON & CO.

Printers,

167 Walnut St., Cincinnati, O.

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.30 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Asst Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL-
ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,

myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES, passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9.40 A. M., and 10.50 P. M.
Arrive at Cincinnati.....6.30 A. M., and 7.20 P. M.

The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of O. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 89 West Fourth
street, Cincinnati.

D. McLAREN, General Superintendent.

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

E. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 62 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

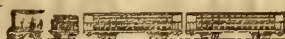
Depot in Ovington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY.

TO

EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:33 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:0 "
RAVENNA.....	9:25 "	9:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:35 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:35 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a tri over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

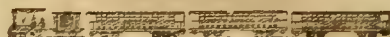
FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.
E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m. for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m. - For Bergen Point.
Mail Train - At 8:00 a. m., for Flemington, Easton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:30 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.
11:00 a. m.; 1:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabethtown.

12:40 m. TRAIN - For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m. - For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:40 p. m. - For Scranton and Flemington.
6:20 p. m. - For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN - For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY - Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.
For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

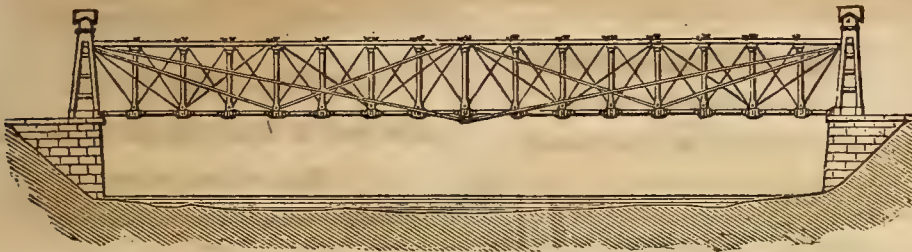
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

—AND—

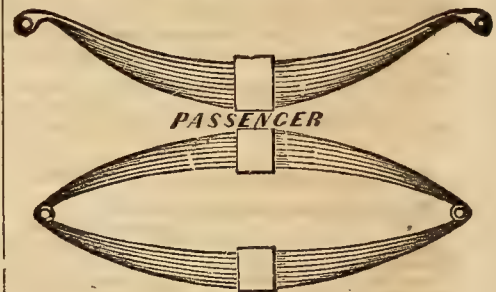
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates & Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and makes calls

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of *Harrisburg*.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks* to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

	Depart.	Arrive.
Louisville, St. Louis and Cairo	7:30 A. M.	8:00 A. M.
Mail.....	7:50 P. M.	11:00 P. M.
St. Louis, Cairo, & Louisville.....	3:45 P. M.	1:50 P. M.
Louisville, Special Train.....		
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. Gaiswiler, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

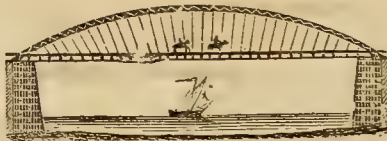
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO.

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—½ to 24 inches in diameter, and branches for same. &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 8.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.54 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, MAY 17, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	6:00 A. M.	6:30 P. M.
Mail	9:40 A. M.	6:20 A. M.
Milford Accommodation	3:30 P. M.	5:20 P. M.
Columbus Accommodation	4:00 P. M.	9:45 A. M.
Morrow Accommodation	5:45 P. M.	8:00 A. M.
Lightning Express	7:00 P. M.	5:35 P. M.
Night Express	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express, and Hillsboro Mail	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail	9:10 A. M.	4:55 P. M.
Marietta and Portsmouth Mail	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City	7:00 A. M.	9:50 P. M.
Toledo and Detroit	7:30 A. M.	9:50 P. M.
Dayton and Sandusky	7:00 A. M.	5:50 P. M.
Richmond and Chicago	7:30 A. M.	5:50 P. M.
Dayton Accommodation	6:35 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine	5:00 P. M.	12:55 P. M.
Hamilton Accommodation		8:15 A. M.
Richmond & Chicago	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago	7:00 A. M.	9:50 P. M.
" "	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express	7:10 A. M.	8:50 A. M.
Mail & Springfield Express	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation	4:30 P. M.	8:30 A. M.
Harrison Accommodation	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail	9:00 A. M.	4:35 P. M.
Caboose	4:00 P. M.	6:00 A. M.

KENTUCKY CENTRAL.

Express	6:40 A. M.	6:30 P. M.
Accommodation	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express	9:40 A. M.	6:40 P. M.
Night Express	10:30 P. M.	7:30 A. M.

The Southern Railroad.

The Southern Railroad is a necessity to Cincinnati, and the whole country north and east of it. Under the pressure of that necessity, it will unquestionably be made. But, as it will be a trunk line of vast importance, to which there will be many tributaries, and which will increase the business and wealth of many places, there is, of course, much competition for the route. In this lies the danger to its construction at all, just now; for the means cannot be raised immediately to make two lines, and there is a contest for three or four. Last week a delegation from Nashville visited Cincinnati to induce the commercial public to make the line from Danville to Nashville, instead of from Danville to Knoxville. That such a line of Railroad will be very useful and profitable to Cincinnati, there can be no doubt; but, will it be that direct line to the seaboard, which Cincinnati really needs? The Committee which addressed the Merchants on the Exchange, said a great many things well calculated to advance the Nashville Road, and gave many interesting statistics.

Mr. De Bow, the well known Editor of "De Bow's Review," said some things on the condition of the South, which were pleasing and satisfactory. Mr. De Bow said:

"And, sir, in the relations which you have had with the South in the past, you found a different South from what exists to-day. The trials, the sufferings, the experiences of a long war, have roused in that people all the energies of their character and nature, and they are, I believe, to-day, better prepared from the sore lessons of adversity to perform their part in the development of the great power and energies of this vast country."

No doubt there is a different South, which will have more industry, more energy, and produce happier results. The question so long doubtful, whether the freed negro would work, is now nearly settled. The negro is at work, and we believe will prove a far more productive laborer, now that he is free and willing.

"This truce, I trust, has come to permanently unite the two sections. What was said thirty years ago, I trust will be realized now, and bring the South and North indissolubly together. Cincinnati is admirably adapted for this; with lines diverging to the Eastern States and to all the Southern States, radiating from this city as a common center, you may put yourselves into communication with the great world around you."

Yes, Cincinnati is the real center of the great Central West; and ultimately, if not now, will be the center of radiating lines to every point of the compass."

Mr. Gloss said:

"For many years, the subject of connecting the Gulf of Mexico with the Lakes of the North, by means of a Central Trunk railway, has been prominently before the citizens of Alabama, and many efforts have been made to consummate this much de-

sired end; but until within a few years past nothing has been accomplished that promises success. At this time, however, I am pleased to have it to say that from the city of Nashville to Mobile and Pensacola, every mile upon the lines let to contract, and every company, without a single exception, has the ability, and is pushing forward the work with great energy."

The following table of distances will show the length of the several links in the main line, as well as the distance from Pensacola or Mobile to Nashville:

	Miles.
Pensacola or Mobile to Montgomery.....	160
Montgomery to Montevallo	65
Montevallo to Decatur	121
Decatur to Nashville.....	120

Total..... 466

Making the length of the Central Trunk line, from Pensacola or Mobile to Nashville, by way of Montgomery or Selma (both lines being about the same length), four hundred and sixty-six miles, and about as near an "air line" as can be obtained.

The reader, who has kept a file of the RECORD will find all these lines noticed and commended, at the time they were undertaken; and from the beginning of this Journal, we have constantly and steadfastly advocated all the separate links, as well as the grand Trunk, which is to unite the Lakes of the North with the Southern Atlantic and the Gulf of Mexico. It is several years since we delineated all the parts of the great line, which is to connect the Straits of Mackinaw with Pensacola.

Mr. COLYER makes this argument for the route to Nashville:

"If this road is built from here to Nashville—that is, from Danville to Nashville—you have got a through, straight line to New Orleans, a through, straight line to Mobile, and almost direct to Pensacola, the first harbor on the Gulf. There is now but thirty-eight miles of railroad to be completed to get the most direct line to New Orleans, which will be finished before this road could possibly be completed. It would be well worth the while of the citizens of Cincinnati to make this connection direct with New Orleans and other Southern cities, through Nashville, even if there were no other cities interested in the scheme; and we think your citizens cannot long stand still."

This is true; Cincinnati cannot stand still. It would be millions of dollars in the pockets of the citizens of Cincinnati, if a Southern road were made to-day. How shall it be made? That is the real question. The delegation from Nashville do not give us any light on that subject; but, there is an incorporated Company to construct a Railroad from Nashville to Danville; and we believe this is, so far, all that has been done.

The object and argument of the speakers were to convince the people of Cincinnati, that the Nashville route was preferable to that through Knoxville. If the road were a local work, this is true; and if its only object was to go to the Gulf of Mexico, this is true. But, if the people of Cincinnati wish to get the

most direct route to the Southern Atlantic, is it best to go to Nashville? We lay over the merits of the line as a *local* work; for, statistics show, that there is a more populous and wealthy country from Danville to Nashville, than there is on the line to Knoxville. Viewed in that light, the route to Nashville is the best; but, let us look at it in the other light, and see, supposing the Southern Kentucky border reached, whether the route through Knoxville (or as we should prefer through Morristown) is not the best. Let us take the map, and measure distances.

	Miles.
Air Line from Danville to Charleston.....	440
" " Nashville to Charleston.....	450
" " Danville to Nashville.....	150
" " Knoxville line to Nashville line.....	150

We see here, that a line of railroad going from Cincinnati to Charleston, Nashville is as much out of the way, as the whole distance from Danville to Nashville. In other words, the whole new line from Danville to Nashville is so much in addition to the original enterprise, if we take air lines as showing the approximate distances or proportions, and that they do. It is plain, therefore, that the road to Nashville is not the road intended to be made, as a Southern road. We do not say that it is not needed, for we know it is. We have only to look at the immense traffic by steamboats and by railroads, to know that a railroad from Cincinnati to Nashville is much needed. Nor do we mean that it will not make Southern connections; for we know it will make immediate and almost direct communication with Mobile and New Orleans, and that will be an immense advantage to commerce, and to Cincinnati. We only say, that a railroad from Danville to Nashville is a different enterprise altogether, from that of a line to Charleston, through East Tennessee. A railroad line from Cincinnati to Charleston would be considerable shorter than one to New York and Philadelphia; Charleston, Savannah and Norfolk, are all much nearer to Cincinnati than New York. Cincinnati can only avail herself of her natural advantages, and her manufacturing resources, by availing herself of these short routes to the Southern Atlantic. When she does that, she will surpass every city of the West, not only in population, but in commerce, industry, wealth and art. Cincinnati has had the entire circumference of the vast interior to gather wealth from, and has availed herself of only half. She wants this day four great roads to the South. She wants,—1. The great direct line to Charleston and Savannah. 2. She wants the Nashville line to Mobile and New Orleans. 3. She wants the direct line to Louisville; and—4. She wants the line by Guyandotte and Covington (Va.) to Richmond and Norfolk. With these lines, the growth and wealth of Cincinnati would not be short of that of Paris and Pekin, neither of which are on the

sea. She would then have radiating lines of railroad to every point of the compass; and by the interchange of the products of the Northern and Southern climes, commerce would be immensely increased in the interior. And we believe all these lines will be completed at an early day. The State of Virginia has provided for the completion of her great Central Road from Covington to the Ohio. The Cincinnati and Louisville line we have spoken of as being put in a fair way by the recent legislation of Kentucky; and we think that the efforts now being made, will result in the completion of both the other lines to Nashville, and to East Tennessee.

Southern Pacific Railroad.

In reply to the many inquiries addressed to us by the stockholders of the Southern Pacific Railroad for information as to the condition of their property, we remark, that the entire property was sold under the laws of Texas to judgment creditors, we think, in the fall of 1861. That by a compromise arrangement with those creditors, the military authorities delivered the property into the hands of some of the principal stockholders some time during the last fall or early in the winter, the government having had possession and use of it for some months previous. Hence, it is now in the hands of the stockholders again.

Its condition and actual value.—The amount of road now constructed is twenty-five miles from the eastern boundary line of the State of Texas to the town of Marshall; six miles westward from Shreveport on the Red River, with a gap of unfinished road of eleven miles, the grading on which has been done, the iron and cross-ties recently purchased, and the rails are to be laid, and cars running from Shreveport to Marshall by the first day of August next. West of Marshall there are nineteen miles of road-bed graded ready for the iron. The estimated total value of the property, based upon the actual money spent, is one million dollars. If we allow ten thousand dollars a mile, for the grading of the nineteen miles west of Marshall, the other portion of finished road, which the Company has means enough on hand to finish, will then have an estimated cost value of a little less than twenty thousand dollars a mile.

Present Debt and Resources.—The Company has received from the State \$100,000, which is of course a lien on the road; in addition to this, they owe \$50,000 only to other parties, \$40,000 of which are held by the immediate friends of the road. There has also been advanced by four parties in Louisville, Kentucky, \$100,000 on the bonds of the Company, which is the means now being used to pay for iron and to finish the gap from Marshall to Shreveport.

The Commerce of the Road.—It is confidently expected, as a very low estimate, that

one hundred thousand bales of cotton, of this year's crop, will be transported over the road, (the cotton crop of Northern Texas being exceedingly promising) under a tariff of two dollars a bale, and that the passenger and other traffic will pay the running expenses, and that the entire returns of the cotton traffic can be devoted to the further extension of the road.

Stock.—It is understood that the stock issued for large bodies of wild land in the State of Arkansas, and for the Sussex Iron Works in New Jersey, neither of which properties were ever deeded to the Company, will be thrown out; and that no stock not properly protected in accordance with the resolutions of the Louisville Convention, held in March, 1861, unless duly cared for prior to the first day of June next, will be recognized. If stockholders desire to make further inquiry relative to their stock, they can do so by addressing H. Burkhardt, Esq., Louisville, Ky. We further remark, that it is the intention of the Company to re-issue the stock on the basis of twenty shares of the old stock for one share of the new, and that by so doing the entire stock of the Company will be reduced to not over \$750,000.

Railroad Convention at Buffalo.

Representatives from a large number of the principal Railroads were present at the Convention held at Buffalo on the 2d inst., and a series of very important resolutions were passed, and if properly lived up to will do much to improve the nett earnings of several east and west trunk lines.

L. M. Hubby was elected President, and G. R. Blanchard, Secretary.

The President briefly stated the object of the meeting, when, after a free discussion, the following resolutions were passed:

Resolved, That the Freight Superintendents of the Trunk lines fix the tariffs of the West-bound to be published as the rates of the several lines.

That each of the roads represented pledges itself to maintain such rates and not to allow any cut of rates, directly or indirectly, by way of drawback, commission, premium, drayage, agreed weights, when less than actual, or any other method.

That the Pennsylvania, Baltimore & Ohio, Erie and New York Central roads, shall select a Commissioner or Commission in the city of New York, not connected with any Express, Transportation or Commission Company, or in any way engaged in soliciting freights.

That such Commission shall be notified of all established rates, and of all alterations of the same, and that if any company, directly or indirectly, cuts such rates, such Commission shall notify the President of the Company in whose behalf such cut is made, and the agent or officer making such cut shall at once be dismissed from the service of such Company; and the said four companies shall not ticket passengers, or bill freights, unless the same is prepaid, over any connecting road that refuses to maintain such rates.

That each one of the Trunk lines shall

state in its advertisements of freight rates west-bound, that it will not recognize or settle any claim for losses, damages or over-charges occurring on any bills of lading over its road, unless issued or endorsed by its own authorized agents.

The four Eastern lines pledge themselves to sustain the established rates of freight made by Western roads east bound, and in case any Western road cuts or reduces said rates in any manner whatever, they will refuse to receive and pay back charges on said freight. That rates, both eastward and westward, be advanced immediately to a remunerative standard.

The following were also passed:

That the resolutions as adopted, be printed in circular form, and sent to the proper officers of each one of the roads over which through bills of lading are issued from Eastern cities.

That a meeting of the Presidents of the four Trunk lines be held at New York during May, at such date and place as may be designated by the Vice-President of the Erie Railway.

That the Secretary of this meeting be requested to notify the officers of Western companies to meet at Indianapolis, on Thursday, May the 10th inst., for the purpose of restoring, advancing and maintaining east bound rates from all competing points in the West.

That the proceedings of this meeting be printed in circular form.

On motion, adjourned.

L. M. HUBBY, President.

G. R. BLANCHARD, Secretary.

Pursuant to the above a Convention was held at Indianapolis, and the following schedule of rates adopted:

To New York from Cincinnati and Richmond—1st class, 170; 2d, 145; 3d, 100; 4th, 55; flour, 100; Dayton and Union—170, 145, 100, 52½; flour, 115; Indianapolis—170, 145, 100, 57½, 115; St. Louis and Quincy—220, 190, 125, 70, 140; Chicago—170, 149, 96, 55, 110; Evansville—205, 175, 115, 67½, 135; Louisville—195, 165, 115, 65, 130; New Albany—195, 165, 115, 65, 130; Jeffersonville and Madison—190, 160, 110, 60, 120; Keokuk—230, 200, 135, 75, 150; Columbus—148, 125, 85, 50, 100.

Steps were taken for the formation of a Convention of General Freight Agents to meet at stated periods and settle disputes about rates.

Indiana & Illinois Central Railroad.

At a meeting of parties interested in the Indiana & Illinois Central Railroad, at Indianapolis, on May 3d, the following gentlemen were elected officers of the road:

President—W. H. Talbott.

Vice President—James R. Hammett.

Secretary—Byron K. Elliott.

Directors—Samuel G. Malone, Benjamin Eilers, James R. Hammett, Geo. Harding, E. Pritchett, D. T. Thornton, W. H. Talbott, Jas. Johnson, Joseph E. Macdonald, R. J. Bright, C. C. Nare, E. M. Benson.

This road is to run from Indianapolis to Decatur, Illinois, and forms a part of the direct air line connection between Indianapolis and Hannibal, Mo. It has been projected for a long time, but we suppose that financial difficulties has delayed its progress.

[Telegraphic Correspondence Cincinnati Commercial.] Cincinnati & Charleston Railroad.

The following correspondence shows the feelings and desires of the leading business men of South Carolina. The Blue Ridge Railroad is the pet of that State and will be pushed forward as fast as her recuperative energies and reconstructive circumstances will admit. When finished it will unite the commercial interests of the two sections and prove a stronger bond of union than test oaths or other wordy compositions. Cincinnati would not lose much by contributing a million or more towards the completion of this work.

KNOXVILLE, TENN., May 13, 1866.

President McGhee, of the Knoxville Railroad, has just received advices from Charleston, South Carolina, concerning a large railroad meeting held there some days ago. Speeches were made by Hon. George A. Trenholm, who spoke of the various routes, with their advantages, and strongly favored the direct route through Knoxville to Cincinnati. He thought the latter route gave the merchants of Cincinnati and Louisville all the advantages of a sea-coast connection, and gave them all the trade of Georgia east of a line running north and south through Atlanta. In reviewing the financial condition of the Blue Ridge Railroad, he said fifty three miles of the most expensive part of the route was about completed, and that there had been \$3,000,000 expended already on important and valuable improvements. The estimate to build the whole road had been \$7,000,000, from which it would be seen that three-sevenths of the total work was accomplished. He thought that though the people of South Carolina were not in a condition to do much just now, they realized fully the advantages such a connection with the Ohio Valley would give them, and they would co-operate heartily with any enterprise calculated to consummate so desirable an end.

Henry Gourdin, the former President of the Knoxville and Charleston Railroad, followed Mr. Trenholm. He said the present railroad corporations in Georgia were controlling the transportation of cotton and merchandise, and that Charleston suffered from the monopolies and needed a railroad that they could control direct to the rich valleys of the Tennessee and Ohio. The Board of Trade of the city appointed a committee of three to visit Cincinnati, and, in connection with a like committee from Knoxville, to present the condition of advantages of the direct route to the South Atlantic sea-coast.

The work on the Knoxville and Kentucky Road is being pushed forward. All the saw-mills in the adjoining country are busy at work sawing out lumber for the Clinch River bridge and other smaller structures. The engineer, Colonel Terry, has been erecting buildings for his laborers and perfecting other arrangements by which to expedite the work.

It is asserted that the celebrated bankers, Jay Cooke & Co., have determined to bid on the Southwest Pacific Railroad, with the assurance that if they become the purchasers it will be built to St. Louis in two years.

The Tidioute *Chronicle* says that the Franklin & Warren Railroad is expected to be in running order from Irvine to Tidioute in about ten days.

Good Oil News.

A letter from Burksville, Ky., to one of the directors of the Sacramento Petroleum Company states that the well at the mouth of Crocus creek is now producing from one to two hundred barrels of oil per day. Some trouble heretofore occurred in the management of this well, and in the peculiar formation through which the oil is obtained; the pump was not large enough to exhaust the water, so that the oil could come up, and a crevice in the rock let much of the oil waste into the river. To set both these difficulties right the well was sunk deeper and a larger pump put into it. The result has been that the oil has come up and is now coming in magnificent quantities and of superb quality. This well at the mouth of Crocus Creek, and the known facts that exist as to the old American and Garnet wells, to say nothing of the Gilwreath, Creelsboro and Cloyd wells, now producing fine oils in paying quantities, leave no room to doubt that there is plenty of oil in Cumberland county. All who bore may not get oil, but some will find it in that region, and splendid fortunes will be made therefrom. Let all interested take courage, for the signs of the times are promising, and a few more strikes in Cumberland may make millionaires of those we least expect.—*Louisville Courier*.

We were informed by a friend who has just come up from the Cumberland Oil region, that there is at present not less than one hundred wells being bored in that neighborhood, and that there will be one or two hundred more commenced within the next ninety days. We understand that they are putting pumping apparatus into a well below Baker ton, and also into another near the mouth of Willis Creek, in both of which the owners are satisfied they have "struck oil." The Cumberland Oil region is unquestionably the oldest, and we should not be surprised in the course of time to learn that it is the best Oil region in the United States.

LOOKOUT MOUNTAIN.—It is not often profitable to "carry coals to Newcastle," nor is it to be expected that a trip South during the "heated term," in search of a cooler atmosphere would be successful; this, however, is the direction travel is going to take. What pleasanter excursion could be desired than a trip to the American Thermopylae (Chattanooga), and the gorgeous scenery of Mission Ridge and Lookout Mountain, with the many sad and pleasant memories that hang around them. The "Mountain House" on Lookout Mountain, has comfortable quarters, and although there is to be a crowd there this summer, yet "mine host" says he can always make room for "one or two more." Indeed, large additions and summer houses are being now constructed for the purpose of adding to the home-comforts and attractions of the place.

THE Dubuque and Pacific Railroad has been recently opened to Iowa falls, and work west of that place is being prosecuted vigorously.

Michigan Southern and Northern Indiana Railroad.

The Annual Report gives the following comparative statement of the earnings and expenses of this road for the fiscal years ending February 28, 1865 and 1866.

Earnings:	1865.	1866.
From freight.....	\$2,242,972 10	\$2,455,402 68
" passengers.....	1,875,061 50	2,021,246 87
" mails.....	53,843 75	54,786 24
" express.....	74,386 55	101,556 19
" rents.....	17,383 66	19,024 63
" all other sources.....	25,819 16	34,428 41
	\$4,289,465 73	\$4,636,445 02

Expenses, viz.:	1865.	1866.
Repairs of roadway.....	\$762,986 38	\$759,979 85
" bridges.....	129,609 78	114,151 02
" buildings.....	189,351 77	201,404 56
" engines.....	123,783 34	232,426 06
" cars.....	48,534 63	25,113 31
" tools & machinery and supplies.....	6,625 29	9,255 04
Telegraph.....	241,480 90	293,267 66
Fuel.....	63,302 41	65,897 95
Oil and waste.....	26,470 26	42,626 13
General superintendence.....	57,078 41	45,675 60
Outside agencies.....		
Agents & clerks, stationmen, switchmen and flagmen.....	330,034 73	397,272 02
Telegraph operators.....	92,760 64	29,504 76
Conductors, etc.....	91,510 38	93,891 04
Engine and firemen.....	135,506 47	145,584 87
Supplies.....	27,407 46	26,527 26
Law expenses.....	13,255 25	31,979 54
Loss and damage.....	14,192 51	24,772 62
New York office.....	10,480 88	13,138 55
All other expenses.....	40,729 12	55,472 93
	\$2,408,352 17	\$2,749,656 93

Net earnings.....	\$1,881,113 56	\$1,936,788 09
Less—		
Interest on funded debt.....	\$ 595,480 09	
Dividends—		
No. 6 common stock.....	277,664 20	
No. 5 guaranteed stock.....	109,180 00	
No. 6 ".....	57,100 00	
Taxes, State, County & town.....	78,356 24	
" National.....	123,635 00	
Rent of Erie & Kalamazoo Railroad.....	30,000 00	
Interest on floating debt.....	15,764 26	
		1,292,179 79

Surplus.....	\$ 644,608 30
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Add the following items:	
Cash on hand March 1st, 1865.....	\$118,151 92
Proceeds sale plank road stock.....	2,000 00
" outside lands, etc.....	7,753 35
" Pachtin mortgage.....	6,439 70
" sa c two old engines.....	5,550 00
Increase of aggregate liabilities.....	678,428 55
Decrease of assets.....	193,649 18
Total to be accounted for.....	\$1,656,581 00

Disposition of same,—	
New engines.....	\$76,475 00
New cars.....	71,644 03
New rails.....	88,169 59
Union stock yard, Chicago.....	116,616 67
Chicago depot grounds.....	33,519 55
New buildings.....	42,366 52
Land—Adrian and Waterloo.....	1,933 00
New driving wheel turning lathe.....	6,000 00
Stone culverts built.....	24,831 34
Premium on guaranteed stock.....	3,8579 44
Settlement of old claims.....	750,025 00
Bought D. M. and T. stock.....	4,000 00
Worthless assets charged to profit and loss.....	7,710 24
Cash on hand.....	35,630 58
Total as above.....	\$1,656,581 00

Compared with 1865 this is an increase of \$396,979 29, with an increase in expenses of \$341,304 76,—making the increase in net earnings \$55,674 53. Of the increased earnings, \$146,185 37 was from passengers, \$212,430 58 from freight, and \$38,363 34 from other sources.

The operating expenses of the past year was 59 per cent. of the earnings; in 1864-'65, 56.14; in 1863-'64, 51.80; in 1862-'63, 48.50.

The payments for improvements and extraordinary expenses have been \$461,645 74; taxes of all kinds, \$206,991 24—total, \$668,636 98.

The supplies on hand were this year inven-

toried at greatly reduced values from the inventory of last year, which was made at the then prevailing war prices. The consequent reduction of \$123,348 11 in the assets is more apparent than real, and had the supplies on hand been inventoried at rates as high as last year's, the table of "Available Assets," amounting to \$747,284 94, would have been larger than it is, by nearly the amount of the apparent reduction, and our available means would have appeared larger by a like amount.

At the beginning of the fiscal year just closed, the company was contesting several suits brought by holders of the guaranteed stock for back dividends, claimed from the date of issuing the stock to the time when we began the payment of dividends thereon.

The proposition made for a settlement with guaranteed stockholders, as set forth in our last annual report, was not acted upon in consequence of the company being restrained therefrom, as was therein stated by an order of the court. When, after argument and several months delay, a decision of the court was had dissolving the injunction, the guaranteed stockholders, who had previously assented to the terms of the proposition, refused to accept of the same. New terms were made and during the year the company settled with some of these parties, paying them as a compromise a portion of their claim (40 per cent. in lieu of the amount claimed) in common stock. The same terms were then offered to all the holders of the guaranteed stock and to March 1st have been accepted by them to the extent of 17,065 shares.* The guaranteed stock so settled was termed *assented stock*. The direction then offered to all holders of the assented guaranteed stock the opportunity of converting their stock into common stock, the company paying prior to Feb. 1, 1866, 35 per cent. in cash, and since 1st February 30 per cent.† as premium to the guaranteed stockholder for making the conversion. This offer has to March 1st been accepted to the extent of 10,939 shares,‡ the parties whose suits for back dividends had been settled being among those who accepted the conversion. These settlements and conversions increased the issue of common stock by 17,682 shares, and diminished the guaranteed stock by 10,939 shares which were cancelled.

Another large claim against the company of many years standing was that of the holders of \$200,000 of the bonds of the Cincinnati, Peru & Chicago Railroad Company on a guarantee of the same by this company. In settlement of this claim this company offered as a compromise to the holders of the C. P. & C. bonds, ten shares of our common stock for the extinguishment of each \$1,000 bond of the guarantee. These terms have to date been accepted by the holders of 77 of the bonds and the guarantee cancelled accordingly by an issue of 770 shares of the common stock.

The settlement so far as made of the vexed question of back dividends on the guaranteed stock and the guarantee of the Cincinnati, Peru & Chicago Railroad bonds, have to that extent released the company from the last of the heavy burdens imposed upon the road in its infancy and the prospects for the common stock as an income yielding property are no longer impaired thereby. Whatever claims may now remain unsettled

are comparatively trifling in amount and therefore need be no subject for apprehension, as they cannot divert any considerable amount of earnings from the channel of dividends.

A liability involving a ten per cent. perpetual charge upon nearly three millions of dollars, which required annually to be satisfied before the common stockholders could enjoy a dividend, was deemed so onerous a burden as to justify the management in the measure taken to extinguish or reduce, as far as possible, that liability.

The money received from net earnings and expended in additional equipment and depot accommodations required by the increased business of the road, that invested in the Union Stock Yards at Chicago, and that expended in purchasing and cancelling guaranteed stock and effecting conversions of the same into common stock, in the aggregate amount to a fund sufficiently large for a liberal dividend on the common stock, as may be seen by reference to the tabular statement entitled "Disposition of Resources."

The company holds unsold over \$800,000 of its bonds properly applicable to the expenditures above recited. The negotiation and sale of these bonds will set free the necessary amount of the earnings money for eight per cent. of dividends on our stock, viz.: two semi-annual dividends of four per cent. each to be paid during the present year.

The expenditures above recited being clearly for the benefit of our property in the future and but a small per centage of them enuring to the advantage of the stockholders of the current year, it is manifestly unjust that the entire cost should be borne by them. This is especially the case in view of the fact that the heavy liabilities which formerly threatened the company have been removed, as above stated, and no necessity now exists for husbanding a fund of net earnings for meeting possible contingencies of heavy payments therefor in the future.

As will be seen by reference to our last Annual Report, the sale of these bonds for the purpose of covering the cost of this class of expenditure was then contemplated. It was not intended at the beginning of the year that the stockholders of the current year should bear the burden of the entire cost of the year's permanent improvements, while we had on hand bonds available for that purpose. The depressed condition of the railroad bond market alone prevents the sale of the bonds and the distribution of a like amount of earnings money in dividends.

After the sale of the bonds on hand and the completion of all the settlements in progress, the aggregate liabilities of the company will be less than they were in 1860, with amount of gross and net earnings more than double what they were then, and equipment and permanent improvements added and paid for doubling the productive capacity of the road.

The Commissioners of the sinking fund have added 133 bonds to the funds during the year and now hold 1,017 of the sinking fund bonds, cancelled and withdrawn from issue.

In September last, this company joined an association in connection with the roads from Toledo to New York and Boston via Albany, to establish a line of freight cars to run without change between Chicago and the seaboard. This organization known as the "Red Line," operated under the direct control of a Board composed of the Presidents of the com-

* 475 shares have been assented since March 1.

† Later, since March 1st the rate of premium paid has been reduced to 25 per cent.

‡ 800 shares more have been converted since 1st March.

panies in interest, has proved a complete success, and is filling a need long felt by the business communities. The cars have been run with great regularity and promptness and being owned by the several roads, the profits arising from the business go directly into their treasuries.

The Union Stock Yards of Chicago, in which an investment of \$150,000 has been made by this company, were opened for business January 1st. The enterprise promises to fully meet the expectations of its most sanguine friends, and it is believed that the advantages afforded by it will tend to the concentration of the live stock business at Chicago, making it the great stock market of the West. As an investment for income it is believed that no disposition could have been made of this amount of its means that would have proved more profitable to the company than will this amount invested in the Union Stock Yards.

Preparations have been made to commence in the opening of Spring, the much needed improvements in Chicago. It is intended, in common with the Chicago & Rock Island Railroad Company, to remove the main track from Clark street as far south as Twelfth, the right of way having been obtained; and to build a convenient passenger station. \$33,519 55 has been paid during this year for real estate for these purposes and about \$30,000 remains to be paid under contracts for which titles have not been perfected. The Board is of the opinion that no stockholder who is familiar with the situation will complain of this outlay. It will probably be also necessary to provide in the coming summer some further freight accommodations in Chicago to meet the requirements of business.

The attention of the stockholders is called to the Reports of the General Superintendent and Chief Engineer, herewith annexed. It will be observed that a liberal outlay has been made upon the buildings, road and rolling stock; 141½ miles of track have been relaid with new, re-rolled, or repaired iron; the bridges, fencing and other works have been well maintained; the sum of \$42,366 52 has been expended in the construction of new buildings, and the value of the locomotives and cars has been fully maintained.

Both safety and economy require that a large outlay should be made for iron during the coming year, to replace that which is becoming unfit for use. We find in common with other roads, that the quality of much which has been laid down in the last few years proves very unsatisfactory.

The rolling stock has been increased by the addition of four locomotives, and the car equipment of the road has been greatly increased in value by the substitution of new for old and worn out cars.

In addition to the four engines added to the equipment during the past year, three engines have been contracted for to be delivered early in the present year.

Present indications induce the belief that the business of the road in the future will be large and profitable to its stockholders.

The assets and floating liabilities of the company March 1, 1866 were as follows:

ASSETS.

Cash in New York.....	\$17,836 58
" Toledo.....	17,794 00
Uncollected earnings.....	140,055 68
Freight over charges due.....	18,219 29
Bills receivable at Toledo.....	2,411 24
Individual accounts Toledo.....	3,762 91
Supplies on hand.....	547,024 74
	\$747,284 34

FLOATING LIABILITIES.

Bills payable in New York.....	\$310,000 00
" Toledo.....	25,000 00
Unclaimed dividends.....	20,813 49
February expenses and other payments.....	302,107 33
	\$663,920 82

The apportionment of freight and passenger earnings of main line and branches for the year 1865-'66, was as follows:

	Passenger.	Freight.
Main Line.....	\$1,468,927 40	\$1,841,279 15
Air Line.....	172,532 35	288,444 09
Detroit, Monroe & Toledo.....	212,934 10	1-1,687 18
Jackson Branch.....	53,054 75	4-913 69
Monroe & Adrian.....	43,144 10	51,608 66
Military transportation.....	71,554 17	
Storage account.....		44,470 01
	\$2,021,246 87	\$2,453,402 68

The number of passengers carried eastward, was 437,724; westward, 477,751—total, 915,475, of which 142,699 were through, and 772,776 way. Of the through passengers, 103,618 were 1st class; 23,677 2d class, and 15,404 3d class, yielding \$879,907 49. Of the way passengers, 770,289 were 1st class; 1,414 2d class, and 1,073 3d class, yielding \$1,089,785 21. The number of miles traveled by through passengers was 35,105,489; by way passengers, 34,372,898—total, 69,478; an increase as compared with the previous year of 84,110 passengers, and of mileage, 8,005,843.

There was 137,636 tons of through freight moved eastward; westward, 73,508—total, 211,144, yielding \$1,069,954 22; and of Way freight eastward, 237,862; westward, 120,334—total, 358,196, yielding \$1,385,448 46; the total tonnage being 569,340, against 527,501 the previous year. Total mileage of freight, 83,044,900, viz.: eastward, 55,163,402; westward, 27,881,498.

The equipment consists of 98 locomotives; 60 1st class, and 10 2d class passenger cars, 2 sleeping, 22 baggage, 2 paymaster, 4 military, 19 drovers, 4 emigrant, 25 caboose, 185 stock, 857 box, 290 platform, and 2 wrecking cars.

Number of miles run by passenger trains, 838,778; by freight trains, 1,131,562; by wood and gravel trains, 211,275—total, 2,181,615, a decrease from the previous year of 5,509. Cost or repairs per mile run 10.80 cents.

CONDENSED BALANCE SHEET.

Railroad.....	\$13,619,184 89
Equipment.....	1,644,258 90
Detroit, Monroe & Toledo Railroad.....	1,291,968 13
" " stock (at par).....	409,500 00
Real estate.....	\$5,000 00
Union Stock Yards—Chicago.....	150,000 00
Supplies on hand.....	547,024 74
Cash on hand.....	35,630 58
Uncollected earnings.....	140,055 68
Cl im against A. L. & T R R.....	3 000 00
Other accounts.....	24, 73 44
	\$905,284 34

Less floating liabilities.....	663,970 82
	241,313 52
Profit and loss.....	1,802,449 56
	\$19,008,675 00

Capital stock—common.....	\$9,381,800 00
" guaranteed.....	1,089,700 00
	\$10,471,500 00

Funded debt, \$8,537,175, viz.:

Sinking fund, first general mortgage bonds.....	\$5,872,060
Less held by sinking fund.....	1,017,000
	4,855,000 00
Second general mortgage bonds.....	2,251,500 00
Goshen Line bonds.....	651,000 00
Detroit, Monroe and Toledo bonds.....	734,000 00

Overdue bonds not presented—

Northern Indiana 1st.....	\$4,000
Northern Indiana Plain.....	1,000
Erie & Kalamazoo.....	37,000
	42,000 00
Scrap outstanding.....	1,675 00
	\$10,408,675 00

President—E. B. PHILLIPS.

Directors—James H. Banker, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D. N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehous, E. B. Phillips and Albert Keep.

Vice President—A. HAVEMEYER.

Treasurer—HENRY KEEP.

Secretary—D. P. BARHYDT.

Gen'l Superintendent—CHAS. F. HATCH.

From the Albany Evening Journal.

Liability of Banks to Pay a License for a Surplus.

In the Circuit Court of the United States for the Northern District of New York.

The Mechanics' and Farmers' Bank of the City of Albany vs. Theodore Townsend.—John H. Reynolds for complainant; Wm. A. Dart, United States District Attorney for defendant.

NELSON, C. J.—The bill of complaint in this case was filed in the State Court, to enjoin the defendant from collecting a license or tax on surplus as capital claimed under the first subdivision of the 79th section of the act of Congress passed June 30, 1864; and has been removed into this Court under the 3d section of the act of March 3, 1833, (4 Statutes at large, p. 633.)

The first subdivision of section 79 provides that banks, using or employing a capital not exceeding the sum of \$50,000, shall pay \$100 for each license: when using or employing a capital exceeding \$50,000, for every additional \$1,000, \$2 00.

The charter of the bank in this case under the State, fixes the capital at \$350,000. Application was duly made for a license as a banker, under the act of Congress, on a capital as above named, which was refused, on the ground that the surplus earnings of the bank were not included as capital. And the Assessors and Collector on refusal to submit to this view, thereupon proceeded to enforce the collection of the tax according to the law in such case made and provided, until restrained by the institution of this suit and injunction.

We are satisfied these officers have fallen into an error. The term capital, as used in the first subdivision of the 79th section, means the amount of capital fixed by the charter. This amount cannot be altered, enlarged or diminished, except by legislative authority. Surplus earned by the banks is no part of the capital under the charter, nor does the act of Congress expressly or impliedly regard it as such. Beside, a tax is levied specifically on all dividends in scrip or money due, &c., to stockholders, &c., and on all undistributed sums made or added during the year, to the surplus or contingent funds of the bank (section 121), thereby treating and dealing with surplus earnings as separate and distinct from the capital of the bank. According to the construction claimed, the surplus earnings would be subject not only to all the tax that is imposed upon the capital of a bank as such, but to five per centum, in addition, as surplus. We think, if Congress intended thus to deal with this description of property, and regard it both as a part of the capital of a bank and at the same time as surplus earnings and to be taxed in both aspects, it would have said so in plain words, and not left the question to inconsistent and strained construction.

In has been argued that inasmuch as the one hundred and tenth section speaks of the average amount of the capital of a bank, it

may embrace something, more or less, than the amount fixed by the charter. But admitting this to be so, it by no means follows that it includes surplus earnings. Capital of a bank and surplus earnings convey distinct and different ideas and meaning.

But, on looking at this section, the reason of the phraseology is very obvious. The words are "a duty of one twenty-fourth of one per centum each month, &c., upon the average amount of capital of any bank, &c., beyond the amount invested in United States bonds." This amount would necessarily be fluctuating and variable, depending on the time when, and the amount of the investment in the United States bonds, and might often require an average of the amount of capital stock liable to be taxed.

This same section provides that in case of banks with branches, the duty herein shall be imposed and "the amount of capital of each branch shall be considered to be the amount allotted to such branch," not the amount including surplus earning or any other addition.

The same section also provides for a duty of one-sixth of one per centum each month upon the average amount of circulation, &c., beyond the amount of ninety per centum of the capital of the bank, &c. It will hardly be contended on the part of the Government that the term here includes surplus earnings; and yet the claim would be as well founded as in the case under consideration.

We may add, according to the construction contended for the capital of the bank would be changing during the whole period of the license—it might be much greater than that for which a license was paid—only the surplus at time of the licence granted would be estimated.

Upon the whole, we are satisfied that the Assessors erred in setting up the claim that the complainant was bound to take out a license on the basis that the surplus earnings of the bank were a part of the capital of the same, and that the injunction should be made permanent.

The Commercial Bank of Albany vs. Theodore Townsend.

The New York State Bank vs. the same.

Let the same decree be entered in above cases as in case of the Mechanics' and Farmers' Bank of Albany, *mutatis mutandis*.

S. NELSON.

April 23, 1866.

Resources of Canada.

The resources of Canada are comparatively little known in this country, except among the few who have taken the trouble to study them; and at the present time a glance at them is not uninteresting, and the statement of a few facts in relation to them will surprise many who have only thought of Canada as a rather cold, unproductive region north of the United States.

First, the mineral wealth of Canada is immense, needing only capital to develop it and render it a great source of national wealth. The Lake Superior copper has already become famous for its extent and value, and the iron deposits in the neighborhood of Lake Superior seem to be practically inexhaustible. In the vicinity of the Gilbert and Chaudiere Rivers, in Lower Canada, have been found large deposits of gold. Of the oil wells of Upper Canada, probably but few have any adequate idea of their importance. The section of country embraced by them is over ten thousand miles.

The quantity of grain produced by Canada annually seems almost fabulous. Of wheat last year over 25,000,000 bushels were grown; 12,000,000 bushels of peas; 40,000,000 bushels of oats; over 1,500,000 tons of hay; 13,000,000 bushels of buckwheat; 28,000,000 bushels of potatoes, and 10,000,000 bushels of turnips. Canada also produced 30,000,000 pounds of beef, sheared 5,500,000 pounds of wool, and made 45,000,000 pounds of butter. The number of milch cows, horses, sheep, and pigs, is considerably over two millions.

Turning to the manufactures, we find them by no means insignificant. Lower Canada alone contains over 2,000 saw mills, and in one year cut nearly 800,000,000 feet of lumber.

The coast line from the Gulf of St. Lawrence to Lake Superior is over 2,000 miles, and beside the magnificent system of water communication, there are over 2,000 miles of railway traversing the country in all directions.

The population of Canada liable to military duty is about half a million, the embodied militia 90,000 men, the volunteers alone numbering some 30,000.

There are nearly three hundred newspapers in the two Canadas, employing 2,000 persons; 8,000 schools, educating 60,000 boys and girls.

Pacific Railroad.

A. D. Richardson, the well known and popular correspondent of the *N. Y. Tribune*, in speaking of the importance and all absorbing interest felt in the construction of the Pacific Railroad, very truly and justly remarks that—

"There is one theme everywhere present with the thoughtful traveler from the Missouri to the Pacific. The one moral of all I have seen—the one remedy for every evil, social, political, financial and industrial—the one immediate vital need, not only of the Pacific coast and new Territories, but of the entire Republic, is the Pacific Railroad. Our great mining interests specially need it. Until its completion no man living can comprehend the vastness and variety of the mineral resources of the United States. Our military interests imperatively require it. In war, the Pacific coast would be our weakest point. The locomotive is the true apostle of the Monroe Doctrine. When we can transport men and munitions from New York to San Francisco in ten days, no Louis Napoleon will send troops to crush out Republicanism in Mexico."

Northwestern Union Packet Company.

This new company, for the transportation of passengers and freight on the upper Mississippi, was organized on the 30th of April last, by the consolidation of the La Crosse & Minn. Packet Co. with the Northwestern Packet Co. The following is a list of officers with their places of residence:

Wm. F. Davidson, St. Paul, President.
Jno. Lawler, Prairie du Chien, Gen. Manager.
Geo. A. Blanchard, Dubuque, Secretary.
Wm. Rhodes, St. Paul, Treasurer,
Wm. E. Wellington, Dubuque, } Supts.
P. S. Davidson, La Crosse,

This is one of the most powerful and wealthy corporations ever organized for the Mississippi Valley trade, and will virtually control the river commerce for a long time to come. Their equipment for business of all

kinds, the coming season, is complete. New and magnificent steamers have been added, while all the other boats heretofore used by separate lines have been thoroughly refitted and put in the finest running condition. Some of them have cost over a hundred thousand dollars each, and in point of strength, size and beauty, as well as the elegance of their appointments, amply merit the appellation of "floating palaces." The main saloons of these passenger boats are furnished and finished regardless of expense, and will vie with any we have ever seen upon the Hudson; the state rooms are not merely comfortable, but luxurious, while the tables are supplied with all the substantial and delicacies of the season, and the *cuisine* will favorably compare with that of the finest hotels in the country.

For the prompt and safe transportation of all kinds of freight in bulk, either up or down the river, this company offers every desired facility. They run steam tugs, barges and craft of all dimensions, adapted to any depth of water, less pretentious than their passenger boats, but no less efficient for business.

The officers of this company are all old and experienced managers, and have been selected because of their peculiar fitness for the positions they occupy. They thoroughly understand the freighting and passenger business, and enjoy, to an unlimited extent, the confidence of business men in every portion of the northwest. A common interest resulting from the harmonious working of hitherto competing lines, will no doubt ultimate in larger profits to the new company, and greater benefits to all interested in the trade and commerce of the upper Mississippi.—*Western R. R. Gazette*.

NAVAL.—Commodore Rogers, in his dispatch relative to the bombardment of Valparaiso, says that he could, with the iron-clad *Monadnock*, have sunk the Spanish iron-clad *Numancia* in thirty minutes. The latter is between three and four hundred feet long, and draws twice as much water as the *Monadnock*. She is eight times as high out of water and one hundred feet longer than the *Monadnock*; cost twice as much money in gold as the latter did in paper; has three times as many guns, and her daily expenses four times as much. Her armor is only half the thickness of that of the *Monadnock*. The *Numancia* was built in Scotland, and is the best type of the English iron-clads.—*Exchange*.

Well, why did the Commodore not do it, and have performed a huge act of humanity, built up an everlasting name, taught a lesson to tyrants that would not soon be forgotten, and fully vindicate the Monroe doctrine?

The 600 pounder 22 ton gun recently supplied by the Elswick Ordnance Company, burst at about the 54th round during the experimental firing at Shoeburyness on Tuesday week. The gun, which has cost nearly £4,000, is the one which fired four rounds, with charges of 100 lbs. of powder and steel shot weighing 600 lbs. each, against the *Hercules* target, with the success already known. A course of firing with increased charges was afterwards entered upon, which commenced with charges of 70 lbs. of powder, and shot exceeding 600 lbs. weight each, some few having been expended in obtaining the desired range. After the 54th round, however, a rent was discovered longitudinally through the chase of the gun, the tube as well as the outer casing having given way.—*Mechanics' Magazine*.

RAILROAD ITEMS.

The work of grading for the Allegheny Valley Railroad extension has begun on the east side of the Allegheny above Franklin. Concerning this extension the *Pittsburg Commercial* says:

"It is exceedingly gratifying for Pittsburghers to know that under the energetic administration of President Wm. Phillips, this road at last is to be extended to Oil City, and made of great value to our city. Under the act of the late Legislature, approved by the Governor, February 15, 1866, the company was authorized to issue bonds, and for these bonds iron for the extension of the road will doubtless be had on satisfactory terms. The residue of the bonds can be placed for cash here and in the East at fair rates; so the company bids fair soon to be like the Fort Wayne & Chicago Railroad Company.

"The estimates of the directors of the Allegheny Valley Railroad Company of the business of this company per annum, after the extension of the road, is as follows:

From oil traffic.....	\$600,000
Trade connected with oil.....	300,000
From coal traffic.....	800,000
Iron and salt.....	500,000
Forest and farm.....	300,000
Passengers.....	900,000
Total.....	\$3,400,000

The Detroit City Council, after the destruction of the Detroit and Milwaukee & Michigan Southern freight depots by the ignition of a leaky barrel of petroleum, passed, and put in force at once, an ordinance to regulate the storage of petroleum and its products within the city limits. It provides that no person shall keep within the city limits over two barrels of petroleum, except in such places as the Council shall designate, and that no person shall keep more than one barrel of naphtha, or other like inflammable articles, except in such places as shall be designated by the Fire Marshal.

A magnificent depot is to be erected at Chicago, by the Michigan Southern and Northern Indiana and Rock Island Railroad Companies, near the river, on the south side. It will occupy an entire block, or perhaps be nearly two blocks in length, and when completed will be the finest in the world.

Water, in passing from the solid to the liquid state, converts 140 degrees of sensible heat into latent; in passing from the liquid to aeriform condition, it absorbs 1,000 degrees of heat, rendering it latent. Alcohol, in evaporating, absorbs 374 degrees of heat; ether, 163 degrees; and spirit of turpentine, 138 degrees.

A RICH BOY.—The richest individual in Massachusetts is a boy, the son of the late Joshua Sears, a Boston merchant, who died leaving this son his sole heir. His property was appraised at about \$1,800,000. The trustees under his will invested the most of it in real estate in Franklin street, the dwelling houses of which they demolished almost entirely to make room for the finest blocks of stores in our city. The investment doubled on their hands, and now reaches an aggregate of over \$4,000,000 in value.—*Exchange.*

FREE PASSES.—The *Buffalo Courier* says, the railroad conductors are having an interesting time taking up the passes, by direction of the new act of the New York Legislature. One conductor was shown a pass, with the name of a leading railroad man attached to it. "Is not that name sufficient?" inquired the anxious passenger. "There is only one name in the United States that is of any account with me just now," replied the conductor. "What is that?" was the instant inquiry. The conductor deliberately unrolled a greenback, and pointing to the right hand lower corner, said "F. E. Spinner."

A notice posted in Paris announces that one of the wires of the submarine telegraph between France and England has broken, and that the two remaining wires work badly; therefore the transmission of dispatches will be considerably delayed. The telegraphic wires on the French and Prussian line are likewise out of order.

MIXTURE OF IRON FOR STEAM CYLINDERS.—Two-thirds hematite to one-third Bessemer steel is used in England for high pressure, and found good.

The Northern Central Railroad of Pennsylvania, having purchased the Canandaigua & Elmira Railroad, have narrowed the gauge, and they now have an unbroken gauge from Baltimore to Canandaigua, a distance of 325 miles.

A passenger named Allen, who was injured some months since by a collision on the Philadelphia & Erie Railroad, near Warren, has obtained a verdict of \$10,000 damages before Judge Johnson at Erie.

The Fort Wayne Railroad is trying the experiment of running a sleeping car from Chicago all the way to New York, so that passengers may be saved the trouble of changing cars.

The Grand Trunk Railway of Canada has a volunteer force of five battalions of six companies each.

MONETARY AND COMMERCIAL.

The tendency of the New York gold market has been upward during the week; the news of a panic in the London and Paris stock markets, produced by the threatening position of affairs in Germany, has depressed the prices of our Government and Railway securities in Europe, so as to cause a return of both to be offered in the New York market; which will in turn call for a further export demand for gold. The European news does not appear to have had anything more than a temporary influence on the price of either Government or Railway securities in the New York market, as prices were fully sustained. On this subject the *Tribune* says:

"Gold opened under the European news at 130 and sold up to 130½, closing at 130½.

Stocks were lower upon the street under the adverse news by the steamer, but soon rallied to the extreme prices of Saturday, with an advance in some instances. Government stocks at the Stock Exchange were a shade lower, the 5-20s of 1862 selling down to 101½.

The 7-30s, on the other hand, were well supported, the 1st series selling at 102½. Railway mortgages are firm and offered in small amounts. Erie, under its April traffic report, sold as low as 72½, but soon rallied to 73½; Cleveland & Pittsburg and Michigan Southern were in special demand at full prices. At the Second Board the market was steady, 5-20s of 1862 advancing to 101½. No 7-30s can be had under 102½; Erie rose to 74½, and Michigan Southern to 81½, and were in demand. At the extreme quotations there was a disposition to realize, but the markets closed strong. The last prices were as follows: Ohio Certificates, 26½@26¾; Canton, 60½@60¾; Cumberland Coal, 45½@45¾; Quicksilver, 54½@54¾; Mariposa preferred, 23@23½; New York Central, 92½@92¾; Erie, 73½@73¾; Reading, 107½@107¾; Michigan Southern, 80½@80¾; Illinois Central Scrip, 122½@122¾; Cleveland & Pittsburg, 84½@84¾; Cleveland & Toledo, 104½@104¾; Rock Island, 93½@93¾; Northwestern, 28½@28¾; do. Preferred, 59½@59¾; Fort Wayne, 99½@99¾."

The *Tribune* further says:

"Money continues abundant, and is offered in large amounts on call at 4@5 per cent. The supply of prime Commercial bills is small, and best names pass at 5@6 per cent. The Bank statement reflects the growing ease in money. The deposits are up \$7,179,550, of which \$3,055,405 is in coin."

The demand for money at the discount houses is limited, and wants are promptly met on all acceptable offerings. Exchange is in demand beyond the supply from regular sources, and rates rule firm at quotations. Currency is shipped constantly to keep up balances. The following are the usual quotations:

	Buying.	Selling.
New York Exchange....	50@75c per M.	100c per M.
Philadelphia.....	50@75c per M.	100c per M.
Boston.....	50@75c per M.	100c per M.
Baltimore.....	par M.	100c per M.
Silver.....	18@22c pr.	20@23c pr.
Gold.....	29c pr.	29½@30 pr.
Certificates.....	½c dis.	par.

In business circles generally there is but little doing, and quietness may be expected until the season is far advanced, so that a better view of the future can be obtained. The fear of pestilence, of European war, and of short crops, all have done their full share towards producing the present stagnation of trade. Since last week's issue there has been a reaction in grain and flour, and prices relapsed. In provisions there has been some activity, and prices have advanced both here and in the Chicago market.

WRIGHTSON & CO.

Printers,

167 Walnut St., Cincinnati, O.

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,
 WITH
*Productive Wells all
 around them.*
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

PACIFIC RAILROAD.
NOTICE.
 TO THE STOCKHOLDERS
 OF THE
Southern Pacific Railroad,
 OF TEXAS.

IN CONSEQUENCE OF THE LATE WAR, AND ALL communication between the stockholders North having been cut off, it has become necessary to open communication and let them know the condition of the Company at this time. At a general convention of stockholders held at Louisville Ky., on the 15th day of March, 1861, it was resolved that a subscription of \$1 per share should be made by each stockholder on the number of shares held by him of the "reduced stock," for which subscription stock should be issued. This action was necessary to raise a sufficient fund to satisfy debts then existing against the Company, and save it from sale and execution. The war breaking out shortly after, and all communication being cut off, a sufficient amount was not raised. Consequently, on the 3d of September, 1861, the road was sold. The purchaser generously proffered the road to those who had PAID THEIR FUNDS IN GOOD FAITH. A new Company was then organized, the Board of Directors of which passed a resolution allowing all stockholders who held stock, for which a valuable consideration had been given the Company, should be reinstated in the new organization upon the following conditions, to wit: That upon paying the loan of 50c per share, under resolution passed at Louisville Convention, March 25, 1858, reducing their stock one-half, and a further payment of \$1 per share on the number of shares of reduced stock, as directed under resolution of March 15, 1861, (at Louisville Convention of that date). The action of the Board as above was ratified at the general meeting of stockholders held at New Orleans on the 2d day of February; also at a meeting held in Louisville, Ky., on the 23d day of March, 1866.

Therefore, notice is hereby given to all stockholders to come forward and comply with the above resolution, one-half of which may be paid by the 15th day of April, 1866. The one-half being paid will be considered as an earnest of the intention to pay the other half, which must be paid in full by the first day of June, 1866; and notice is hereby given that all delinquents after that date will be forever cut off from any connection with the Company. Under the State laws of Texas no railroad company shall issue stock certificates of less than \$10 per share of par value; consequently the stock of this Company will be reissued to conform to that law.

H. Burkhardt, of Louisville, Ky., is the authorized agent of the Company to receive all moneys and stock. Stock will be issued for all moneys paid on the above calls. Persons sending money must accompany it with the certificates of stock (and if calls have been paid the receipts must also be sent), which will be forwarded for reissue.

JOHN M. WASKOM,
 Pres. S. P. R. B. Co.

my17-2t

COAL & IRON
LANDS,
 Near Chattanooga.
 WE HAVE
10,000 ACRES
Of the very best quality of
COAL & OIL LANDS
On the Tennessee River,
20 Miles above Chattanooga.

There are on the property,

5

Workable Seams
 OF
COAL

From **3½** to **15** Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
 Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

VERY CHOICE
Oil Lands
 IN
 Kentucky & Tennessee,
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

100,000 ACRES
 CHEAP
OIL LANDS
 IN
 Eastern Kentucky.

40,000 ACRES
 CHEAP
Oil Land Leases

IN
 Middle Tennessee.
 NEAR THE
CUMBERLAND RIVER,

FOR SALE BY
T. WRIGHTSON,

KENTUCKY, Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.In the belief that they will be found to be the most
ELASTIC, LIGHTEST AND CHEAPEST SPRING yet
offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 3 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 8 1/2 " "	35 " "
3, 8 " " 11 " "	36 " "
4, 8 " " 9 " "	35 " "
5, 7 1/2 " " 6 1/2 " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7 1/2 " " 8 " "	35 " "

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

OLD RELIABLE LITTLE MIAMI RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire, via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

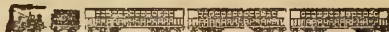
	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL-
ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES, passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:30 P. M.
The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

If Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of C. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 89 West Fourth
street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnet.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 86 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt., No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 60 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

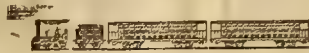
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:30 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENNA.....	9:25 "	9:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:5 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

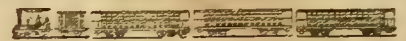
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.
Two Express Trains daily from the West, except Sun days, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m. for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m. - For Bergen Point.
Mail Train - At 8:00 a. m., for Flemington, Easton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburgh, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 2:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabethtown.

12:00 m. Train - For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.
4 p. m. - For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:40 p. m. - For Somerville and Flemington.
6:20 p. m. - For Somerville.

8:00 p. m. Western Express Train - For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY. - Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.): 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.
For Bridgeport, 7:00; 8:00 (Ex.): 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.
For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 2:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:20; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.
For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:40 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:40 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.
For Housatonic Railroad, 3:00 a. m.; and 3:40 p. m.

For Naugatuck Railroad, 3:00 a. m.; 3:00 p. m.
For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

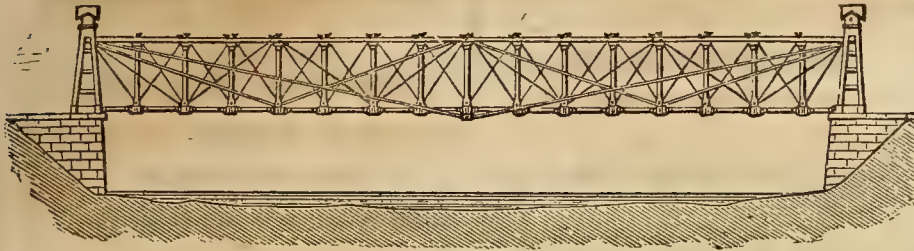
Commodious Sleeping Cars attached to 8:00 p. m. train.
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

It spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

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MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive engines.

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ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

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Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

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MACHINERY,

Of every description.

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NEW YORK.

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BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

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Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
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Railroad, Car and Machine S

SUPPLIES,

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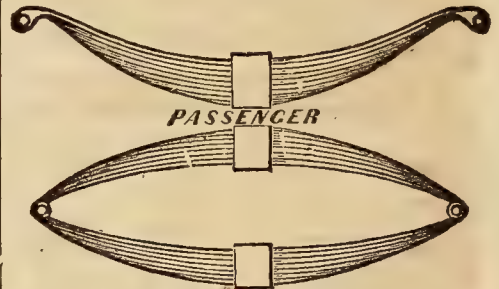
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, St Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only; negotiates Loans and makes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT. Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting **WASHINGTON CITY en route**—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to **WASHINGTON CITY.**

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

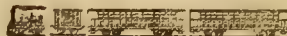
Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:00 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLEF, General Ticket Agent.
W. D. GRIEWEL, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—8:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted). 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.56 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.14 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections

all points East and West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON, } Editors

CINCINNATI:
THURSDAY, MAY 24, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail.....	9:00 A. M.	6:20 A. M.
Milford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail....	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail....	9:10 A. M.	4:55 P. M.
Marion and Portsmouth Mail....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:10 A. M.	5:10 P. M.
Richmond and Chicago.....	7:00 A. M.	5:59 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....		8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" " " ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:30 P. M.	7:20 A. M.

Kentucky Railroads and Resources.

A few days since, we received the following note from the Superintendent of the Louisville and Lexington Road:

In a recent number of the RECORD a statement is made of the ratio of people to the miles of Railroads constructed or to be constructed. You will observe by an examination of the figures that your ratio would give only 1-10th of the miles actually constructed what appears a fair paying proportion of mileage to population. According to your calculation of only one mile to every 10,000 of population, 3,000 miles would be the requisite number for the 30,000,000 people of the United States. I was led to look at the matter in connection with the Railroads of this State, but more particularly in its bearing upon our Cincinnati Branch Railroad.

The error alluded to was no doubt caused by the inadvertent addition of a cypher, making 10,000, instead of 1,000. The ratio was deduced from the total miles of railroad compared with the total population of the United States. In the State of Ohio, there is a mile of railroad to every 800 persons. In a dense and wealthy population, this is not too much. In Kentucky, a mile of railroad to each 1,000 persons, would be a very safe and reliable proportion.

The following are the present Railroads of Kentucky:

	Miles.
Lexington & Big Sandy.....	10
" & Covington.....	112
Louisville & Lexington.....	94
" & Nashville (in Ky.).....	144
Memphis Branch.....	46
Louisville & Danville.....	85
Aggregate.....	491

The population of Kentucky, (by Census of 1860) is 1,155,684.

If we suppose Kentucky to be of average wealth and resources, it should have 1,155 miles of railroad, and as this number could not be well finished before 1870, at which time the population and wealth of the State would be much greater than in 1860, we may assume, that 1,155 miles of railroad for Kentucky is not too large a proportion. There is now, however, only 491 miles; so that Kentucky must make 664 miles of railroads before she overtakes her neighbors! This will require twenty-five millions of dollars in capital. So much has Kentucky to do in the line of enterprise and commerce before she arrives at the general average of other States. Why is Kentucky so far behind other States? Truth compels us to say, that Kentucky has in this respect been very illiberal. Kentucky must act, as other States do, by its corporate powers, the credit of the State more or less employed for the benefit of its people; and what has she done in fact? absolutely nothing, unless to put hindrances in the way of those who would have aided her. Many years ago, when South Carolina, Tennessee, and Ohio would have united to make a great arterial

road through Kentucky, she loaded down the Charter with such weights and incumbrances, as made it impossible. But what has Kentucky done about any work of enterprise or improvement? Tennessee lies immediately south of Kentucky and gives \$10,000 per mile to each mile of Chartered Road; in fact, furnishes the iron and builds the bridges. If Kentucky will do this, other people will build the roads, and she may reasonably expect to equal Tennessee in progress and improvement. If not, she never will equal either of the States on her borders. The recent Act conferring additional powers on the Louisville and Frankfort Road, is the only thing we have seen in Kentucky, looking at all to its Railroads. What was Kentucky and Ohio sixty years ago? Kentucky was ahead of Ohio. Where are they to-day? Almost the entire advantage Ohio has had, consists in legislation; in intellectual superiority; the sagacity, judgment, and moral energy, which conceived and carried out great plans of social, intellectual and physical progress; but this will hereafter be exhibited in history. As presented, our object is to show how Kentucky can avail herself of her great resources; for Nature has given her an ample supply of material to be worked up. On the Sandy, the Licking, the three forks of Kentucky and the Cumberland are vast beds of the best and most workable coal; there is no better. Contiguous to them are ample supplies of iron for generations to come, and on the Sandy and the Cumberland are great reservoirs of petroleum, which are yet untouched. And, what has Kentucky done with any of these natural products? The furnaces on the Sandy, near the Ohio are about the only evidences, that Kentucky knows anything of the immense wealth reposing in her bosom. This coal, and iron, and petroleum will not be developed; but will remain inert and useless without railroads. If, the railroad waits to be built, for the coal and iron to walk out of their beds, they won't do it. The capitalist must know he can get to market with his product before he will build a factory, or mine coal and iron. They must go together, and will go together, if railroad lines traverse those regions. The roads which are most important in these are, perhaps:—1. A Railroad directly South, either from Paris or Danville, at any rate, a railroad which will make a line from Covington to Knoxville. 2. Since, from appearances, this road will be continued from Danville; then a road should be made as a branch of this up the Licking, so as to open up the iron and coal region on the Licking, and the lands of Kentucky. 3. The Lexington and Sandy Road should be completed, and connect with the Virginia lines, how soon to be finished. 4. The Louisville & Cincinnati Railroad. This last is probably the only one that would be immediately profitable, and in our opinion, this would be very profitable to

its makers. We have already, in another article, given our views. But, we speak here, not so much in a commercial sense, in which the profits of investment would be considered, as in the statesmanlike view of developing a State. The roads we have above mentioned, will probably make in all 450 miles, and leave 200 miles for other parts of the State. Now, these roads, the three former we mean, will not be built by individuals, without some State aid. Why should not Kentucky do what Tennessee has done, give State aid to the amount of \$10,000 per mile? This will lay the iron and build the bridges. With this, and local subscriptions, capital will be advanced to make all the roads Kentucky needs. How much credit (not money) would it take? Just about \$6,000,000, one-third of what Ohio has advanced to her Public Works. Cannot Kentucky afford to do one-third of what Ohio has done? If the people of Kentucky, instead of quarrelling over political questions which have no practical importance, would take hold in earnest of Public Improvement, a wonderful development would take place of all her resources. Population, Factories, Schools, wealth and power, would all advance with rapid steps. A Kentuckian no longer need be ashamed to find his State falling behind all its neighbors. She would take her place as one of the great central States in this great republic.

Southern Pacific Railroad, OF MISSOURI.

N. J. McELHANEY, Esq., Commissioner of Missouri, sold on the 13th of May, "The Southern Pacific Railroad," heretofore known as the "Southwest Branch Pacific," under an order of the Legislature of that State forming the commission, to Gen. J. C. Fremont, for one million three hundred thousand dollars. The land grant of this road consists of one million thirty thousand acres, selected along the line in 1852, and embraces some of the best land west of the Mississippi river. Seventy-seven miles of the road have already been completed, which are realizing \$6,000 net income, monthly. Several hundred thousand dollars worth of rolling stock and machinery belonging to the road, was included in the sale. The Granby lead mines in Newton county, is a part of its realty, and are now being successfully worked by the Hon. H. T. Blow & Co., under a lease from the Old Pacific Company. The Legislature of Missouri, last winter, ordered Governor Fletcher to take possession of the road, put it into the hands of commissioners with instructions to sell, and changed the name from the Southwest Branch Pacific to Southern Pacific, to correspond with the contemplated road from Springfield to California, provided for in the Brown Senate bill of this Congress, with which it is to connect. The road and its franchises are supposed to be worth, when completed to

Springfield, Missouri, twelve millions of dollars. Four or five millions will finish it. The line of the road passes through the best of the agricultural and mineral lands of the State. Fremont obligates himself to finish it within four years from date of purchase. It is understood that some of the strongest capitalists in the country are connected with Gen. Fremont, and predictions are made that "he will water his iron horse in the Pacific ocean by this route, when others will founder in the sands and snows of the mountains." So mote it be, but if so, it will be more fortunate than any other enterprise he was ever connected with.

Erie Railway.

[From American Railroad Journal.]

The earnings of this road for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
From freight	\$10,242,897 61	\$11,268,761 12
" passengers	3,002,197 70	4,031,680 20
" mails	101,332 04	101,332 04
" telegraph	44,386 48	14,006 39
" rents	7,133 76	10,443 96
" storage	5,501 66	8,331 01
" interest	26,214 29	.....
	\$13,429,643 54	\$15,434,774 79

Expenses, viz.:

Office & station expenses...	\$1,222,907 06	\$1,210,489 94
Cost of running	2,363,904 97	3,126,025 11
General expenses	331,546 92	250,051 02
Repairs of engines & cars...	1,920,433 40	2,607,297 46
" track & roadway	2,414,815 45	2,376,697 53
" structures	420,611 42	450,605 86
Incidental expenses	54,503 93	22,347 98
Miscellaneous	232,062 55	284,749 12
	\$8,961,285 69	\$10,368,246 02
Net earnings	\$4,468,357 85	\$5,066,510 70

Disbursed in 1865 as follows:

Interest on mortgage debt.....	\$1,399,769 66
Rent of railroads	182,400 00
Rent of Long Dock property....	165,690 00
Internal revenue taxes	561,250 42
Taxes on real estate	225,416 02
Pavonia Ferry	92,948 47
Interest	49,329 51
Hire of cars	29,264 62
Rents, repairs & expenses of operating the Buffalo Division,	582,242 40
	\$3,218,310 80

Surplus	\$1,248,199 90
Dividends of 4 per cent. on common and 3½ per cent. on preferred stock, as of July 1, 1865	\$903,641 05
Dividend of 3½ per cent. on preferred stock, as of Jan. 1, 1865	238,579 29
	\$1,190,220 33
Surplus January 1, 1865	\$657,979 57
	\$857,370 64
To credit of Income Account Jan. 1, 1866	\$1,515,350 21

Compared with 1864, the gross earnings of 1865 show an increase of \$2,005,131 18, with an increase in expenses of \$1,406,978 33—making the increase of net earnings, \$598,152 85.

The freight and passenger earnings for the past two years compare as follows:

Freight earnings:	1864.	1865.
Through east	\$4,748,533 39	\$4,615,592 04
" west	2,031,184 57	2,695,069 69
Way east	2,332,386 77	3,036,035 21
" west	1,130,592 88	922,074 18
Total freight	\$10,242,897 61	\$11,268,761 12
Passenger earnings:	1864.	1865.
Through east	\$315,112 33	\$478,127 45
" west	458,925 81	864,398 39
Way east	1,37,201 65	1,285,538 78
" west	1,170,897 91	1,393,615 58
Total passenger	\$3,902,197 70	\$4,031,680 20

—showing an increase in freight earnings of \$1,025,863 51, or 10 per cent.; and in passenger earnings of \$1,029,482 50, or 34.2 per cent.

The tons of freight moved and passengers carried during the same two years compare as follows:

Freight:	1864.	1865.
Through east	440,758	434,742
" west	164,118	205,622
Way east	932,151	1,310,388
" west	677,268	584,149
Total tons	2,214,295	2,534,791
Passengers:	1864.	1865.
Through east	35,143	50,036
" west	59,949	105,821
Way east	844,511	1,007,286
" west	846,003	1,012,222
Total number	1,785,606	2,175,965

—showing an increase in tonnage of 312,496, and in passengers of 390,359.

The preceding tables of comparison exhibit a gratifying increase in the freight traffic, the increase being on the through west and way east.

The increase in passenger traffic is very large on all classes, and in both directions, but more particularly on way passengers.

The expenses of operating and repairs in 1865, were greater than those of the preceding year by \$1,406,978 33—nearly one-half (686,864 06) being for repairs of engines and cars, and over one-fourth (435,209 37) for cost of fuel.

This increased expenditure is attributable to the substitution of cast steel for iron in renewal of axles and tires; to the enhanced cost of fuel during the past year; and to general improvements in bridges, ties and ballasting. The outlay on account of these items will undoubtedly be largely reduced the coming year.

The amount of new iron laid down in 1865 was 20,170 tons, at a cost of \$1,815,300; in 1864, 20,480 tons, at a cost of \$2,132,725—showing a decrease in quantity of 310 tons, and in cost of \$317,425.

The average cost per net ton for railroad iron in 1864 was \$105; in 1865 it was \$90, effecting a very great saving in this item. The cost will be still further reduced for the coming year.

The expenses for repairs of track and roadway would have shown a much larger reduction, but that during the Winter and Spring of this year, the road suffered severely from excessive floods, more destructive in their effects than any that have ever occurred in the vicinity of the line.

The total amount expended for construction during the year 1865, was \$4,941,293 02; of this \$819,859 98 was for 13½ miles of double track, and 14 miles of sidings; \$2,691,419 12 for 56 new locomotives and 754 new cars; \$121,216 71 for new ferry boat; \$215,520 34 for Long Dock shops, etc.; \$177,060 72 for machinery in shops; \$3,652 36 on account Hawley Branch; \$112,167 13 for discount on 4th mortgage bonds sold, and interest; and \$800,396 66, for the construction of freight and engine houses, car shops, etc., at different points upon the line of the road.

The following is a comparative statement of the capital stock and funded debt of the company, December 31:

	1864.	1865.
Common stock	\$16,400,100	\$16,570,100
Preferred stock	8,535,700	8,535,700
	\$24,935,800	\$25,105,800

Total capital stock.....	\$24,935,800	\$25,105,800
First mortgage bonds.....	3,000,000	3,000,000
Second " ".....	4,000,000	4,000,000
Third " ".....	6,000,000	6,000,000
Fourth " ".....	3,634,000	4,441,000
Fifth " ".....	1,002,500	926,500
Buffalo Branch ".....	186,400	186,400
Sterling " ".....		3,816,582
Real estate " ".....	500	500

Total funded debt.....	\$17,823,400	\$22,370,982
Total stock and funded debt ..	\$42,759,200	\$47,476,782

This shows an increase in the common capital stock during the year of \$170,000, accounted for by the conversion of \$93,000 of fourth, and \$77,000 of fifth mortgage bonds. The funded debt also shows an increase of \$4,546,582 19, accounted for by the sale of \$3,816,582 19 sterling bonds, and \$900,000 of fourth mortgage bonds, less \$170,000 of fourth and fifth mortgage bonds converted into capital stock.

The financial condition of the company is exhibited in the annexed balance sheet. The liabilities of the company on the 31st of December, 1865, were:

Accounts payable.....	\$3,551,980 56
Dividend payable Feb. 5, 1866.....	283,879 28
	\$3,835,859 84

Means to pay the same:

Cash and cash items.....	\$905,158 88
Accounts receivable.....	1,467,714 96
Long Dock Company.....	251,520 34
	2,588,394 18

Excess of liabilities.....	\$1,247,465 66
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The property of the company consists of: Main Line from Jersey City to Dunkirk, 460 miles; Piermont Branch, 18 miles; Newburgh Branch, 19 miles; Northwestern Division, Hornellsville to Attica, 60 miles—total length of road owned by the company, 557 miles.

The Branch roads leased and operated by the company are: Buffalo Division, Corning to Buffalo, 140 miles; Rochester Division, 18 miles; Canandaigua and Elmira, 66 miles; Hawley Branch, 16 miles—total 240 miles.

The whole number of miles owned and leased by the company is 797.

The Warwick Valley road, ten miles long, is operated by the company, but not leased.

The whole number of miles operated by the company is 807.

There are on the Main Line and Branches owned by the company 205 miles of double track, and 157 miles of sidings, and on the leased roads 21 miles of double track and sidings—making the entire length of track equal to 1,190 miles of single track.

The equipment of the road consists of 332 locomotive engines and tenders; 133 passenger cars; 264 emigrant, baggage and caboose cars; 2,975 box freight, cattle, milk and oil cars; 1,212 flat freight cars; and 884 coal cars.

The report closes with the following remarks in reference to the condition of the road and means to operate it.

During the past year several miles of second track have been built, side tracks have been extended and additional ones introduced at points where business required them; a large amount of iron has been used in renewals; new engine houses, depot and other buildings have been erected and old ones enlarged. Our rolling stock has been very largely increased in locomotives and cars of every class, and the road is now fully equipped in every department. The large increase in engines, passenger and sleeping cars, emigrant, freight, coal and cattle cars, now enables us to do all the business offering promptly and to the entire satisfaction of the public.

We have arranged for ample and convenient cattle yards at Dunkirk and Buffalo, and for a new Grain Elevator at Buffalo, through the agency of third parties, without increasing the expenses of the company. We have also arrangements from which we anticipate a large increase in our local business from the transportation of coal, iron, and the products of the forest.

Our passenger business is very encouraging, and with a first class road, perfect in all its appointments, particularly its fine engines, new and commodious cars, and its excellent hotels, we have every reason to hope that it will become the favorite route with the traveling community.

Although indications point to a decrease in the traffic of the coming year, as compared with the past, every effort has been made to place the road in such a condition in all respects, as will enable us to transact with economy and profit whatever business may be offered.

Our expenses must hereafter be greatly lessened, as the cost of nearly every article used in operating the road is already materially reduced, and this reduction may be reasonably expected to continue. The large force employed during the past year in repairs of road-bed and rolling stock, will be reduced to a limit consistent with the improved condition of the road. Negotiations are now in progress for the transfer of freight at New York and Jersey City by contract based on the actual tonnage handled. This arrangement, it is expected, will result in a large reduction of expenses at these points; and should these anticipations be realized, similar contracts will be made at other large stations. Our relations with connecting roads are very satisfactory, giving us assurance of continued and large interchange of traffic.

The condition of the company in all its working departments was never better, and the prospect of being able to operate the road economically is most cheering.

Occupying an advantageous position for the carrying trade between the Atlantic and the great West, and having a gauge specially adapted to secure the comfort of passengers, it is already a favorite route with the public, and must continue to receive a fair share of the public patronage.

Entertaining the views, therefore, the Directors feel justified in anticipating most satisfactory results from the operations of the road, during the coming and future years; and will spare no exertions to enable it to sustain the high reputation it has already acquired.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment.....	\$47,409,404 01
Hawley Branch.....	236,946 89
	\$47,646,351 00

Cash and cash items on hand...	\$905,158 88
Long Dock Company.....	215,520 34
Buffalo, Bradford & Pittsburg	
R. R. Co.....	40,768 09
U. S. War Department.....	502,573 77
Accounts receivable.....	617,509 59
	2,281,122 67

Materials on hand.....	\$2,176,823 35
Fuel on hand.....	880,326 45
	3,057,149 80
Niagara bridge stock.....	4,140 00
Unadjusted accounts.....	303,131 51
	\$53,291,894 98

Capital stock—

Preferred stock.....	\$2,535,700 00
Common stock.....	16,570,300 00
	\$25,105,800 00

Funded debt (\$22,370,982 19), viz.:

First mortgage bonds, due 1867.....	\$3,000,000 00
Second mortgage bonds, due 1879.....	4,000,000 00
Third mortgage bonds, due 1883.....	6,000,000 00
Fourth mortgage bonds, due 1880.....	4,441,000 00
Fifth mortgage bonds, due 1888.....	926,500 00
Buffalo Branch bonds, due 1891.....	186,400 00
Sterling bonds, due 1875.....	3,816,582 19
Real estate bonds.....	500 00
Accounts payable.....	\$3,651,980 56
Accrued interest on bonds, not due.....	464,202 74
Dividends due February 5th, 1866.....	283,879 28
Balance of "Income Acc't".....	1,515,350 21
	\$53,291,894 98

President—ROBERT H. BERDELL.

Vice President—ALEXANDER S. DIVEN.

Directors—John Arnot, Robt. H. Burdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Thos. W. Gale, Dudley S. Gregory, Jas. F. D. Lanier, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Isaac N. Phelps, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt.

Secretary—HORATIO N. OTIS.

Treasurer—JOHN HILTON.

Gen'l Superintendent—HUGH RIDDLE.

Consulting Engineer—CHAS. MINOR.

Organic Law of Territories.

The following is the bill just passed by the House of Representatives, making uniform the organic law of all the Territories. It was passed by a party vote of 79 to 43, and confers the elective franchise on all races, colors, and grades of men within the Territories, this being its principal distinctive feature. It is perhaps foreign to the character of our paper to publish this class of matter, and although we have no doubt if the Senate should also pass the bill, it will be vetoed by the President, yet we publish it, because many of our readers are financially interested in the Territories. It is made operative alike on Nebraska, Colorado, Dakota, Montana, Washington, Idaho, Arizona, Utah, and New Mexico.

The bill amends the organic acts of the several Territories before named as follows, to-wit: The legislative assemblies of each of the Territories named shall pass no special acts conferring corporate powers, but they may authorize the formation of corporations (except for banking purposes) under general laws, which may be altered or repealed at any time; and the property of all corporations which may hereafter be organized, or which now exist, shall be subject to the same taxation as the property of individuals.

SEC. 2. That the legislative assemblies of the Territories aforesaid, respectively shall, at their first session after the passage of this act, provide by general laws for the organization of associations for commercial, manufacturing, and mining purposes, for ferries, bridges, turnpikes, and toll-roads, and for the incorporation of cities and villages, restricting their power of taxation, assessment, borrowing money, contracting debts, and loaning their credit, so as to prevent the abuse of such power.

SEC. 3. That the legislative assemblies of each of the aforesaid Territories shall, at their first session after the passage of this act, prescribe by law the manner in which all corporations heretofore authorized by acts of said territorial Legislatures shall reorganize under general laws: *Provided*, That all corporations or associations now duly organized

in pursuance of law, and engaged in legitimate business, shall have precedence of any proposed new association in reorganizing under such general acts of incorporation as may be passed: *And provided, further,* That such reorganization shall be within one year from the date of the adjournment of the first legislative assembly in each of the aforesaid Territories after the passage of this act.

SEC. 4. That all special charters granted by any of the legislative assemblies of either of the Territories herein named to associations which have not been organized are hereby declared void, and all persons who may have secured special grants for ferries, bridges, turnpikes, toll roads, or special grants for any purpose, shall be subject to such general laws as the legislative assemblies of the Territories aforesaid are authorized and required to pass.

SEC. 5. That all acts and parts of acts of any of the legislative assemblies of the Territories aforesaid, granting to associations or to individuals the exclusive right to go upon and occupy any part of the public domain, or to the exclusive use of the timber or water powers thereon, or the right to the exclusive use of water to be taken from lakes, rivers or streams be, and the same are hereby, declared null and void: *Provided,* That nothing in this act contained shall be construed in anywise to invalidate any vested rights of persons acquired under the existing laws of either of said Territories in any mines, nor to invalidate any corporation or mining company within any of said Territories organized under and in pursuance of any State law or law of Congress.

SEC. 6. That no person now appointed, or who may hereafter be appointed, by the President to any office in either of the aforesaid Territories shall receive any compensation out of the treasury of the United States, or out of any contingent fund for services or as compensation for his salary until he shall have entered upon the discharge of his official duties within the Territory; nor shall any officer thus appointed be paid for the time he may be absent from the Territory if absent without authority of the President of the United States. And no person who may hereafter be appointed by the President to any office in the aforesaid Territories, whose appointment requires the confirmation of the Senate, shall be removed by the President without the consent of the Senate.

SEC. 7. That in case of the death, absence, or inability of any judge of the United States superior courts for any territory, at the time when the courts for his judicial district are appointed by law to be held, a judge of either of the districts in such Territory, not then occupied, is hereby authorized and may hold court in such district during the absence or inability of any judge, and all judgments, decrees, and orders of said court shall be as binding as if the same were held by the judge appointed therefor.

SEC. 8. That the legislative assemblies of the Territories aforesaid shall hereafter have no power or authority to grant divorces, but divorces may be granted for sufficient cause by the superior courts of the United States, under such rules and restrictions as the United States judges in each of the Territories may adopt: *Provided,* That such rules and regulations shall be adopted and signed by a majority of the said judges in each Territory, and published in one or more newspapers of general circulation in said Territory.

SEC. 9. That within the Territories afore-

said there shall be no denial of the elective franchise to citizens of the United States because of race or color, and all persons shall be equal before the law. And all acts or parts of acts, either of Congress or of the legislative assemblies of the Territories aforesaid, inconsistent with the provisions of this act, are hereby declared null and void.

SEC. 10. That no person shall be an elector, or be eligible to be elected to any office within the Territories aforesaid, who has voluntarily borne arms against the United States, or held office under the late rebel confederate or State governments; and all persons who have borne arms against the United States, and all who have held office under the rebel government, State or confederate, shall be deemed to have done so voluntarily, unless it shall be made to appear to the satisfaction of the superior courts of the United States for each of the aforesaid Territories that any person claiming exemption from this provision was conscripted, and thereby compelled to enter the service in said rebellion.

SEC. 11. That all acts and parts of acts inconsistent with the provisions of this act be, and the same are hereby, repealed.

RENO TIMES was the title of one of the best and most acceptable of our country exchanges, but we regret to be called upon to announce the fact that it is no more. RENO! where is Reno, many will enquire. It is a city to-day, where but yesterday stood a majestic forest, whose solitude was undisturbed save by the partridge and the deer. Here, however, the magic rod "struck Oil," and, presto, a city, with all the metropolitan appliances sprung into existence; among the rest a paper, conducted with an ability that would do honor to many of our city dailies. But, fickle fortune! The price of Oil and Oil stocks droop, and, "owing to financial embarrassments," says the Editor, "I have been compelled to suspend the publication." *Sic transit gloria mundi.* Whatever may be the future sphere of our Brother of the quill, we trust he may meet, as he deserves, with better success than has attended his enterprise at Reno.

The Oil of West Virginia.

The present "status" for the oil regions of all kinds in this State is better than in any other portion of the country. The Burning Springs wells are all yielding well now. The Jones, Smith, Dearborn, and other wells are yielding. The whole wells at the Springs are yielding some 2,500 barrels per day, as near as we can gather. The wells on White Oak are yielding of heavy oil 1,500 barrels a day; the Lick Run 300 barrels, the Horseneck 150. There are outside wells yielding from 200 to 300 barrels per day, besides the Hughes River region of which we have very little knowledge. The product of oil in this vicinity is altogether about 6,000 barrels per day, the most of it fine lubricating oil that will run from 40 to 120 per gallon. This shows that the oil territory of West Virginia is the best yet discovered, and yet not half the puffing has been applied to it there has been in Pennsylvania. It is time we let our country be known through the press. If others will supply the facts we will publish.—*Times, Parkersburg, W. Va.*

Are we in Danger from Foreign Panics?

A very general opinion appears to prevail, in financial circles, that our peculiar monetary system would preserve us from panic, in the event of affairs in England maturing into a full blown panic. The *Herald*, with its usual habit of reflecting current opinion, rather than correct principles, thus states the views of perhaps a majority of the men of Wall street upon this question:

"There is no reason why the European markets should exert the slightest influence here upon any other than the market for gold, exchange and such of our securities as are held largely abroad, and even these are now but little under their control, as current quotations sufficiently show. Our people, however, have not forgotten the time when, antecedent to the late war, British monetary affairs really had a trans-Atlantic influence.

"We were then trading on a specie basis, and whenever a panic occurred in England it resulted in an advance in the rates of foreign exchange and a drain of specie to Europe. Hereupon the banks always became apprehensive and curtailed their circulation; and as the more they curtailed, the closer the money market became, the greater was the run upon deposits, and the more formidable were their own embarrassments. Hence they were driven to suspend specie payments in 1837 and 1857."

This is very much of a piece with the superficial dribble to which we are treated with profuse liberality, morning after morning in the money column of the *Herald*. Could any writer comprehending at all the relations of our foreign commerce, pen such a palpably foolish assertion as is contained in the first sentence above quoted? A daily observer of monetary movements ought to know that panics are something more than mere monetary convulsions. Panics arise from fundamental derangements of the markets for commodities and securities. The monetary disturbance usually connected with them are mere reflections of the more material derangements of supply and demand and of value. Banks and other agents for credits to capitalists will never be found denying the usual facilities to merchants, so long as they see that the general markets are in a healthy condition. But when they see that merchants are unduly burthened with goods through an excessive production; or that credits are being loosely granted; or that prices are unnaturally high; they then perceive that credits are unusually risky, and begin to curtail their loans to the weaker class of traders; the curtailment necessitates realization, and realization produces a panicky decline in prices involving loss and consequent bankruptcies. If the panic is severe the banks find their deposits suddenly drawn down, a run upon their legal money reserve is precipitated, and the banks themselves are driven into temporary suspension. A panic means neither more nor less than this.

What is there in these causes of panic that could exempt us from acute sympathy with a European panic, simply because our monetary system does not, as formerly, dovetail into that of other countries? If the crisis in England should culminate in a general process of realizing in the markets for raw materials, produce, manufactures and securities, can it be supposed that the American markets for corresponding classes of property would not sympathize with the fall in prices which would result? Would not a heavy simultaneous fall at Liverpool in the value of cotton and other

United States products be followed by a corresponding decline in our own markets? Would not a fall in the price of dry goods at Manchester be succeeded by an attempt to realize in the dry goods market of New York? And considering that all the markets here are inflated, and buyers are reluctant to take more goods than they can immediately sell, is it easy to say where such a process started among our own merchants would end? The truth is that the abnormal condition of values, in our own commerce, places us constantly on the verge of a panic; and any special impetus communicated from abroad would therefore find us fully prepared to rush into the gravest forms of panic. Of what avail would it be that the banks happen to be under a system requiring them to redeem in greenbacks instead of gold? None whatever. They would suddenly curtail their credits to those most needing help. The great plethora of money would be of no avail because the banks would refuse to lend it; and the mercantile community would find themselves in no better position to resist the contagion of foreign panic than they were when trading upon the specie basis.

It would therefore be a blind hallucination to foster a sense of security based upon a false monetary system. But, on the other hand, there is reason for hoping that the change in the foreign markets, from a condition of extreme inflation to a normal state of affairs, will be effected so gradually as to avoid any violent convulsion. If the English banks continue to act with prudent consideration toward their dependents, there will be a steady letting down toward a conservative condition of affairs. But there is a critical possibility that, at any time, they may forsake that prudent policy, and by over-caution invite the worst disasters of panic.—*Economist*.

Liability of Carriers for Lost Freight.—Measure of Damages.

The case of *Rowe vs. Steamship City of Dublin, &c.*, decided in the United States District Court, Brooklyn, last week, although relating to common carriers by water, is of equal interest and importance to railroad companies and other carriers. The opinion was by

BENEDICT, J.—The proofs introduced by the respective parties lead me to the conclusion that the delay in the delivery of the case of goods must be held to have arisen from the neglect of the carrier. The case, as the bill of lading shows, was plainly marked upon its covering when it was shipped, and it was also described by measurement. Cases of this kind, the dock agent of the vessel thinks, are usually marked upon the box as well as upon the covering, but the weight of evidence is that marking the covering is the more usual and proper method of marking such merchandise. It seems to me that the interests of both merchants and ship owners require greater attention to missing cargo than is here shown. The evidence is that the case could have been found, examined and identified, and delivered within a day or two by prompt attention, and such attention the ship owner was bound to give. Upon this branch of the case my conclusion, therefore is, that there was such neglect on the part of the carrier in regard to this shipment as to make the vessel responsible for any damages caused by the undue delay. This conclusion in no way conflicts with the doctrine laid down by the New York Court of Appeals, in the case relied upon by the respondents, (*Wilbert vs. New York and Erie*

Railroad Company—2 Kern, 245). That was a failure to transport within the ordinary time of running a freight train, and the cause of the delay was that the amount of merchandise offering for transportation at the same was beyond the capacity of the road to transport as fast as received. And the Court held that the carrier, having provided all the trains that could be safely run upon the road, and having used all possible exertion to forward the merchandise, was not chargeable with neglect. Here the delay did not arise in the course of the transportation—that was duly accomplished—but after the merchandise had arrived at the place of delivery, and when there remained upon the carrier only the obligation to land and deliver, and when ordinary care on the part of the carrier would have insured the successful performance of his contract, the merchandise is sent to public store and allowed to remain there some twenty days before notice of its whereabouts is given to the consignee. No law laid down by the Court of Appeals in the case cited by the respondent would seem to excuse the carrier in a case like the present. There remains the question whether it has been made to appear by the libellant that he has sustained any loss which can be recovered as damages caused by the undue delay. The evidence upon this branch of the case is that the case in question contained braid composed mostly of gold tinsel, designed for the manufacture of ladies' hats, and that it was imported by the libellant to be sold by him at wholesale to the trade; that no change in the value of the article arose until the 5th day of October, when its value was diminished over fifty per cent. by reason of the fact that the season for disposing of the article to the trade then ended. This diminution of value is the loss which the libellant claims to recover. The respondent insists that such a loss, if proved, is remote and cannot be recovered as a damage caused by the failure of the carrier to deliver promptly, and to sustain this view the opinion of the Supreme Court of the State of New York in the case of *Jones vs. The New York and Erie Railroad Company* (29 Barb. 633) is cited, while in support of his demand the libellant cites the opinion of the Supreme Court of New York in the case of *Kent vs. Hudson River Railroad* (22 Barb. 278). I do not consider it necessary, however, in the present posture of this case, to pass upon the question which was raised and decided in these two conflicting cases, and which was also passed upon by the learned Judge Betts, in the case of the *Lexington*, where in a similar action, the District Court of the United States gave a decree for the difference in the market price of some seed which had been stored by a carrier without notice of arrival to the consignee, and so not received until a delay of some days had arisen; from what the Court, in this case, held to be a neglect of the carrier, for the evidence offered here presents a different question. In the cases above referred to the market value of the butter, sheep and seed in controversy there upon the day of arrival was dependent upon many contingencies which do not present themselves in the present case. In these cases the market value proved might have been affected by the arrival or non-arrival of the very parcels in question, the price might have gone up in spite of the delay and so the detention been productive of benefit instead of loss to the freightor. In this case no possible advantage could accrue to the libellant by the delay. The arrival or non-arrival of this merchandise would not prevent the termination of the season and with it the end of

that demand of the trade to supply which the article was imported. What the libellant claims here is not a loss of profit, but that he lost the opportunity to dispose of his goods at all in the manner and for the purposes for which they were imported. The only circumstance which caused this loss was the lapse of time, extending beyond the season up to October 5. There was no diminution of value. After that the article had no exchangeable value in the ordinary course of trade as an article required for the manufacture of ladies' hats, but was only valuable as an article to be held over to the next season or to await the chance of finding an out of season customer. The diminution of value was a certain result of such delay in regard to an article like this. And I can discover no element mingled with the delay as a cause of the loss. It arose from the delay, and from nothing else, and was its natural and immediate result. A case very like the present is reported in 99 Eng. Com. Law R. p. 631, (*Nelson vs. The Lancashire and Yorkshire Railway Company, 9 J. Scott, N. S. 632*). Then the action was for undue delay in delivering a quantity of cloth, ordered by a manufacturer of caps, which failed to arrive in time to be made up so as to fill the orders of the season which his travelers had obtained; and the Court, while they disallowed all profit which would have arisen from the sale of the caps had they been made—allowed to the plaintiffs the diminution of exchangeable value of the cloth caused by failure to arrive in time to be made up for the season. The case put by Williams, J. of an order of ribbons intended to be sold at a fashionable watering place, which should be delayed until the watering season was over, so that the opportunity of their sale is lost, and as their novelty and fashion are gone, they remain on hand materially diminished in value, seems to be on all-fours with the case presented by the libellant. The case before me, therefore, as it now stands, I consider to be free from the objections raised by the respondents, and to disclose a positive loss to this libellant, which can be recovered in an action like the present as the immediate result of the carrier's neglect. The decree must be for the libellant, with an order of reference to ascertain the amount of damage sustained. I do not consider that either party is excluded by the evidence given on the hearing from introducing before the Commissioner any evidence pertinent to the question of damages, and intend now to do nothing more than to declare the rule of damages applicable to the evidence produced before me.

Early History of Pittsburg.

On the 5th day of January, 1769, a warrant issued for the survey of the 'Manor of Pittsburg.' On the 27th of March the survey was completed, and returned the 19th of May, 1769. It embraced within its bounds five thousand seven hundred and sixty-six acres, and allowance of six per cent for roads. The Spanish oak, the place of beginning of the survey, stood near the south bank of the Monongahela river, just in the middle of McKee street. The first description of the point on which Pittsburg stands was from the pen of Washington, and the first recorded statement of the number of houses here is traced to that illustrious patriot. Pittsburg then contained (October, 1770) twenty houses, and, exclusive of the garrison, one hundred and twenty persons, men, women and children. An extract from General Washington's journal is as follows: "We lodged in what is

called the town, distant about three hundred yards from the fort, at one Semple's, [this was the house of Samuel Semple, situated on the corner of Water and Perry streets,] who keeps a very good house of public entertainment. The houses, which are built of logs and ranged in streets, are on the Monongahela, and I suppose may be about twenty in number, and inhabited by Indian traders."

In October, 1772, Fort Pitt was abandoned by order of General Gage, commander-in-chief of the British forces in North America. A corporal and three men were left to take care of the boats and bateaux, intended to keep up the communication with the Illinois country. The fort, which had cost the British government £60,000, and which was designed to secure forever the British empire on the Ohio, was thus within thirteen years ordered to be abandoned. In the fall of 1783, the proprietaries, John Penn, Jr., and John Penn, concluded to sell the lands within the Manor of Pittsburg. *The first sale was made in January, 1784, to Isaac Craig and Stephen Bayard*, of the ground between Fort Pitt and the Allegheny river, "supposed to contain about three acres." Subsequently, however, to the date of that agreement, the proprietaries—and it is presumed with the consent of the purchasers above named, concluded to lay out a town at the junction of the rivers, so as to embrace within its limits the three acres agreed to be sold, as well as all the ground covered by the fort.

The laying out of the town was completed by Thomas Vickroy, of Bedford county, in June, and approved by Tench Francis, the attorney of the proprietors, on the 30th of September, 1784. Sales immediately commenced, and many applications for lots were made as soon as the survey was completed, and before it had been traced on paper. A pocket memorandum book of Maj. Craig contains the following curious entry, dated Pittsburg, July 25, 1784. Speaking of the erection of a distillery, he says: "I am convinced that our best plan will be to erect a *wind mill* at the junction of the rivers, instead of a horse mill. It would do all our grinding for the distillery, and at other times do work for the inhabitants. At the point there is always a breeze up or down the rivers; while water mills here work scarcely more than six months in the year." The worthy Major did not dream then of a steam engine.

In another entry dated July 29th, 1784, Major Craig says: "I have made some progress in a subscription for a *post rider*, and believe I shall succeed: it would be of great advantage to this country." When Pittsburg was surveyed, and down to the 21st day of October, 1784, the country north of the Ohio and west of the Allegheny river was still owned by the Indians. On that day a treaty was concluded with the Six Nations at Fort Stanwix, (now Rome, New York,) by which their title was extinguished to all that region of country. In December, 1784, Arthur Lee, a Virginian, and a brother of Richard Bland Lee, one of the signers of the Declaration of Independence, arrived at Pittsburg. He tells us that the place was inhabited almost entirely by Scots and Irish, "who lived in paltry log houses, and are as dirty as in the North of Ireland or even Scotland." Goods then were brought from Philadelphia and Baltimore at the great expense of forty-five shillings per hundred weight. There were four attorneys, and two doctors in the town, "and not a priest of any persuasion, nor church nor chapel; so that they are likely to be damned without the benefit of clergy." He proceeds

to say: "The rivers encroach fast on the town; and to such a degree that, as a gentleman told me, the Allegheny had, within thirty years of his memory, carried away one hundred yards. The place, I believe, *will never be very considerable*." Contrast Pittsburg and Richmond to-day! So much for human foresight.

For the sake of order we will notice here that, on the 22d of April, 1794, Pittsburg was incorporated as a borough, and that on the 18th of March, 1816, the act was passed erecting Pittsburg into a city and body corporate, by the name and style of the "Mayor, Aldermen, and citizens of Pittsburg. We will presently allude to the development of the city in population, manufacturing enterprise, modes of communication, etc.

In reference to the establishment of Allegheny county, it must be observed that, up to the summer of 1788, our town was in Westmoreland county, and our citizens had to go more than thirty miles to attend Court; but on the 24th of September, 1788, an act of Legislature was passed, erecting the new county of Allegheny out of parts of Washington and Westmoreland. By this act, the Courts were to be held in Pittsburg, until certain trustees named therein should erect suitable buildings on the reserve tract opposite Pittsburg, where Allegheny City now stands. By an act passed the next spring, the trustees were authorized to purchase lots in Pittsburg for court house and jail. The town of Allegheny was laid out in 1789.—*Pittsburg Chronicle*.

The Levees of the Mississippi.

The levees on the Mississippi river measure about 750 miles, or 1,250,000 yards, and one single yard of levee giving way will bring about the inundation of a whole section of country, and destroy property to the amount of millions of dollars.

The very best levees are liable to break at times from crevasses entirely beyond human control, and which are, in a great measure, owing to the sandy material we are compelled to use in building them. For instance, the Haggamen levee, near Lake Providence, which gave way in 1858, was considered to be one of the best levees ever built.

Levees have been known to break from the effect of rat and crawfish holes, from the effects of wind, of rain, of waves, etc.

Sometimes the cause of the break lies within the levee itself, and cannot be suspected until after the levee has given way. Some eight or ten days after the upper crevasse had occurred, the levee gave way about five acres below, and a new crevasse took place. Upon examination it was found out that the levee was nothing but a mere shell, the substance of which had leaked out through a hole about three inches in diameter, near its base on the river side. The intermittent action of the waves, injecting water through the hole and sucking it away as soon as it was saturated with the sand forming the substance of the levee, had carried off the entire inside and left a mere shell or crust.

Another cause of crevasse is land-slides. These are owing to the fact that our soil is formed entirely of deposits of alluvial sand, which, having no adhesive or cohesive properties, is rubbed off and carried away by the friction of the current of the Mississippi against it. In this way the banks of the river are undermined by slow but sure degrees, until the upper structure, having no more foundation to stand upon, slides into

the river, and, of course, carries away the levee built on it.

Another peculiarity very noticeable, and at the same time very perplexing, in caving banks and land-slides, is that, changing their locality all the time, they shift from one place to another, and may endanger next year the very place that was considered the most secure the season previous.

In 1844 a land-slide took place close by the French market in this city, and threatened the very structure itself; but the next season the river commenced making at the same spot, and it has, by this time, restored more than it had taken away then.

These land-slides take place without any signs indicating their approaching appearance. For instance, some 20 years ago, Mr. Andry, a well known citizen of this place, was passing on horse-back on the levee, when, all at once, a land-slide took place, and carried away levee, horse and rider, and they have never been seen or heard of since.

The changes in front of New Orleans are such that the former shape of the crescent, to which our city is indebted for its surname, is daily disappearing, and many of us can remember that Western flatboats used to make fast to a tree then growing a few feet from the spot where the south corner of the Custom House now stands. The river is now about 800 feet distant from that spot.

Our city has already sold, and will sell before long, some 15 or 18 whole squares of ground thus formed by the continued shifting of the river eastward. As a counterpart, Algiers is losing every year about as much ground as New Orleans is making.

That feature of the Mississippi restoring on one side what it takes away on the other, is fully demonstrated by the following example: Some twenty years ago, Mr. Valcour Aime's dwelling house, parish of St. James, was right on the river. Almost opposite, on the other side, stood the residence of Mr. George Mather, built about one mile from the bank. To-day Mr. Valcour Aime's house stands one mile from the bank, and Mr. Mather's has been engulfed by the river.

These changes assume, sometimes, proportions really astonishing, as in the following case: In the early times of this country, Natchez, the camping ground of the Indian tribe of that name, stood at the distance of three hundred measured miles from New Orleans; since then then the Raccourci cut-off, the Shreve cut off, and others, have shortened that distance sixty miles. Still the river has so very nearly re-established its own regimen, that the distance between the two cities, which by the laws of arithmetic ought to be three hundred less sixty, or two hundred and forty miles, is yet, this very day, two hundred and eighty measured miles.—*N. O. Picayune*.

The irregular working of the Indo-European telegraph line still continues, one fourth of the messages received being found to occupy from 16 to 20 days to transmit. The telegraphic announcement of a select committee being appointed by the House of Commons to inquire into the state of telegraphic communication with India has given great satisfaction. Throughout India the telegraph lines are in a deplorable condition. For a distance of 230 miles between Kurrachee and Bombay the line has been constructed without insulators, the wires being simply nailed to the posts.—*Mechanics' Magazine*.

The Hagan Process for Treating Ores.

The following is an explanation of the *rational* of the Hagan process for disintegrating and desulphurizing gold and silver ores: Superheated steam is introduced into fire in such a manner that in gaseous form the steam impinges upon the ignited coals of wood, without admixture of atmospheric air, and thus effects the decomposition of water into oxygen and hydrogen gases. The oxygen unites immediately with the carbon of the burning coals or wood, while the liberated hydrogen passes from the fire and burns in the presence of the oxygen of the air. The hydrogen flame and the resulting gases being brought into contact with the heated gold and silver ores, the sulphur, arsenic, antimony, etc., are dissolved, and are carried off with the products of combustion. The powerful effect of the flame of hydrogen in dissolving pyritous sulphur, arsenic, antimony, etc., and in attacking oxygen, is well known, but the expense of producing it has hitherto prevented its application to the disintegration and desulphurization of gold and silver ores. Not until the invention of Dr. Hagan's cheap and simple method of decomposing water, and thus furnishing hydrogen gas and flame abundantly, has it been at all possible to apply it to this purpose. Furnaces are now operating by this process in California which receive charges of sixty tons, and are eminently successful.—*Colorado Register*.

We have before referred to a contemplated submarine tunnel between Calais and Dover. A cotemporary states that last week a perfect brigade of geometers and naval men went down to study the possibility of carrying out this project. Levels were taken, plans drawn, etc., under the direction of M. Thome de Gamond. It will be remembered that a special commission appointed by the Emperor made a report some years ago in which the feasibility of the project was proved, inasmuch as the submarine rocks of which the Straits are formed offer no serious obstacle to its realization. M. Gamond has made surveys of the ground every year since this report was drawn up, and has decided that artificial islands will not be required, but that the tunnel can be constructed in four galleries, the longest of which will not exceed ten kilometres.—*Mechanics' Magazine*.

The American Screw Company, at Providence, with a capital of \$1,000,000, is reported to have divided \$1,000,000 among its stockholders in 1864, and \$1,200,000 in 1865.

The third attempt to lay the Atlantic cable looks well; all the stock is taken up, and nineteen miles of cable manufactured daily.

It is said that a vine-grower made \$7,987 last year from five acres of island soil in Lake Erie. He raised 34,500 pounds of grapes, and made 6,000 gallons of wine. This is a great deal more than they have ever done around Cincinnati, and many vineyards have not yielded a gross income to their owners of five dollars per acre for several years.

A cheese company was started at Westford, Vt., last June, and in four months made 801,293 lbs. of cheese, which sold for \$13,446. 100 hogs were kept, and the profit on the pork was \$915. Two men and two women did the work.

RAILROAD ITEMS.

Fort Wayne, Ind., has raised \$100,000 in aid of the Grand Rapids & Indiana Railroad.

The town of Osceola Michigan, has voted by a handsome majority to raise a 5 per cent. tax to aid in constructing the Detroit & Howell Railroad.

The annual meeting of the stockholders of the Chicago & Northwestern Railway Company, will be held in Chicago on the 7th day of June.

A decree has been ordered by the federal court in the Mississippi & Missouri railroad mortgage foreclosure case, and the sale will be made at Davenport in June.

The Charing Cross, London railway, about two miles and a quarter long has cost about \$4,000,000. The Metropolitan railway, from Moorgate street to Paddington, has cost in round figures \$500,000 per mile.

THE NORTHERN CENTRAL RAILWAY in 1865 carried 202,310 tons of coal, of which 103,927 tons were delivered in Baltimore.

PENNSYLVANIA MAIN LINE CANAL.—The quantity of coal carried on this canal in 1865 was 422,805 tons, of which more than one-half, 229,401 tons, were shipped from the Wyoming canal. 138,847 tons were delivered at Harrisburg, Middletown and Columbia.

In Italy they have a printing telegraphic machine that works between Milan and Neufchatel—forty miles—at the rate of twenty words in twenty seconds. This is the joint invention of Bonelli and Hipp. Between Paris and Marseilles they use the Caselli apparatus, which reproduces the autograph of the person transmitting the dispatch.

MONETARY AND COMMERCIAL.

The last steamer from Europe brings the news of one of the greatest financial panics in England that has occurred for many years. Panics, as a general thing are more or less periodical in their character, and have their natural cause and effect. Of the causes that has led to the present financial disturbance, we may mention the "overdoing of things" during our war, the enormous losses recently on cotton, and the unpacific position of Europe. All have had their full influence in producing the present result. We regret that among the first victims of this calamity, is Sir MORTON PETO, a gentleman of cosmopolitan character, and who had endeared himself to the American People, by the genuineness of his friendship and the urbanity of his manners. We trust, however, that he may eventually get off the breakers, and that the disaster may not prove a total wreck. Of their position the Associated Press dispatch says: "The assets of Peto & Betts, even under the most depressed circumstances, are

estimated at five millions sterling, and it is confidently assumed that, in a short time, a proposition for the adjustment of all claims can be submitted. Every one will hope that this may be the case, for Sir Morton Peto and his partner rank prominently among those who have carried the fame of English enterprise to all parts of the globe, while they have commanded high personal regard in all sections, among their countrymen."

What, however, we are most directly interested in, is how will it affect us, and will not our present position of suspension of specie payments be our safeguard? It is true that last week we sent \$9,000,000 of specie to Europe; but will not this speedily correct itself by the advancing price of the precious metal, which in two days has gone up ten per cent. A large influx of our Government bonds and other securities may reasonably be expected, to be sold for cash, which in turn will produce a further drain of gold, a rise in the price of the precious metals, and a corresponding stringency in the money market. Were our National debt a small one, that could be absorbed at a single operation, we should say that it was, with our present surplus of actual cash capital, a good opportunity to get out of debt. But that cannot be done, it will therefore be most prudent to husband our resources, and endeavor to pay our debt from the natural products of the country.

In the absence of speculation the demand for loans is limited, and although there is no superabundance of capital, yet the wants of first class borrowers is readily met at 8@10 per cent. Exchange is in demand above the supply from regular sources, and currency is daily shipped to make good the balances. The regular quotations are:

	Buying.	Selling.
New York.....	50@75 prem.	1-10 prem.
Philadelphia.....	50@75 prem.	1-10 prem.
Boston.....	50@75 prem.	1-10 prem.
Gold.....	136 1/2 @ 137	137 1/2
Silver.....	122@125	125@129

The telegraph report of the condition of financial matters in New York on the 23d says "that gold closed at 137 1/2. The money market was active this afternoon. Seven per cent. was the minimum rate for call loans. The specie shipments to Europe to-day were five millions. The Government gold has not yet been delivered. The assistant Treasurer to-day received five million dollars in currency from the banks, in settlement of gold sales. To-morrow a further draft will be made for ten millions and the next day five millions. Sterling bills are dull at 109 1/2 for prime bankers. There were several failures in the gold room among the firms on the bear side of the house."

"The cotton market shows an advance of 1@2c per lb with an increase of activity. Petroleum was also a little firmer. The Stock market was very much depressed after the 1 o'clock call, and Erie sold down to 66 1/2, followed by the balance of the list."

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,

WITH
*Productive Wells all
 around them.*

FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

PACIFIC RAILROAD.
NOTICE.

TO THE STOCKHOLDERS
 OF THE
Southern Pacific Railroad,
 OF TEXAS.

IN CONSEQUENCE OF THE LATE WAR, AND ALL communication between the stockholders North having been cut off, it has become necessary to open communication and let them know the condition of the Company at this time. At a general convention of stockholders held at Louisville Ky., on the 15th day of March, 1861, it was resolved that a subscription of \$1 per share should be made by each stockholder on the number of shares held by him of the "reduced stock," for which subscription stock should be issued. This action was necessary to raise a sufficient fund to satisfy debts then existing against the Company, and save it from sale and execution. The war breaking out shortly after, and all communication being cut off, a sufficient amount was not raised. Consequently, on the 3d of September, 1861, the road was sold. The purchaser generously proffered the road to those who had PAID THEIR FUNDS IN GOOD FAITH. A new Company was then organized, the Board of Directors of which passed a resolution allowing all stockholders who held stock, for which a valuable consideration had been given the Company, should be reinstated in the new organization upon the following conditions, to wit: That upon paying the loan of 50c per share, under resolution passed at Louisville Convention, March 25, 1858, reducing their stock one-half, and a further payment of \$1 per share on the number of shares of reduced stock, as directed under resolution of March 15, 1861, (at Louisville Convention of that date). The action of the Board as above was ratified at the general meeting of stockholders held at New Orleans on the 2d day of February: also at a meeting held in Louisville, Ky., on the 23d day of March, 1861.

Therefore, notice is hereby given to all stockholders to come forward and comply with the above resolution, one-half of which may be paid by the 15th day of April, 1866. The one-half being paid will be considered as an earnest of the intention to pay the other half, which must be paid in full by the first day of June, 1866; and notice is hereby given that all delinquents after that date will be forever cut off from any connection with the Company. Under the State laws of Texas no railroad company shall issue stock certificates of less than \$10 per share of par value; consequently the stock of this Company will be reissued to conform to that law.

H. Burkhardt, of Louisville, Ky., is the authorized agent of the Company to receive all moneys and stock. Stock will be issued for all moneys paid on the above calls. Persons sending money must accompany it with the certificates of stock (and if calls have been paid the receipts must also be sent), which will be forwarded for reissue.

JOHN M. WASKOM,
 Pres. S. P. R. R. Co.

my17-24

COAL & IRON
LANDS,
 Near Chattanooga.

WE HAVE
10,000 ACRES
Of the very best quality of
COAL & OIL LANDS

On the Tennessee River,
 20 Miles above Chattanooga.

There are on the property,

5

Workable Seams
 OF
COAL

From **3½** to **15** Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite
 AND
Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
 Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,
 167 Walnut St., Cincinnati.

VERY CHOICE
Oil Lands
 IN
 Kentucky & Tennessee,

FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

100,000 ACRES
 CHEAP
OIL LANDS
 IN
 Eastern Kentucky.

40,000 ACRES
 CHEAP
Oil Land Leases
 IN
 Middle Tennessee.

NEAR THE
CUMBERLAND RIVER,

FOR SALE BY
T. WRIGHTSON,

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

117 St., New York.

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....**6.00 A. M.**

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....**9.00 A. M.**

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....**3.30 P. M.**

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....**4.00 P. M.**

Returning, (as Night Express) arrives at Cincinnati at 9.45 A. M.

Morrow Accommodation, at.....**5.35 P. M.**

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....**7.00 P. M.**

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....**11.40 P. M.**

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M. Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M. The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
11 P. M. Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my 11

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front &
Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third &
Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third
and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Build-
ing, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp.
Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St.
Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under
Burnet House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 68 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Ex-
change.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants
Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Mercha
Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants
Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne
House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page,
Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecont, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No 80
West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway,
opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway,
opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

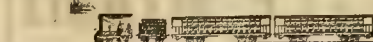
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:30 " "	11:53 " "
DAYTON.....	12:05 " "	1:10 A. M.
SPRINGFIELD.....	12:56 " "	2:03 " "
MARION.....	1:50 P. M.	2:40 " "
URBANA.....	3:44 " "	4:29 " "
GALLION.....	4:55 " "	5:25 " "
MANFIELD.....	5:45 " "	6:30 " "
AKRON.....	8:32 " "	9:40 " "
RAVENNA.....	9:25 " "	10:15 " "
LEAVITTSBURG.....	11:30 " "	11:10 " "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 " "	2:05 " "
CORRY.....	2:35 " "	3:35 " "
Arrives SALAMANCA.....	4:55 " "	5:55 " "
NEW YORK.....	10:20 P. M.	1:00 " "
BOSTON.....	4:55 " "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 " "	6:40 " "
BALTIMORE.....	5:30 " "	7:00 " "
WASHINGTON CITY.....	10:25 " "	10:20 " "

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scription, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri-
ple the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

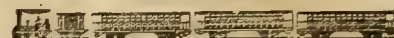
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and
Freight Depot in New-York, Pier No. 2, North River, con-
necting at Hampton Junction with Delaware, Lackawanna
and Western Railroad, and at Easton with Lehigh Valley
Railroad and its connections, forming a direct line to Pitts-
burgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun-
days, when one evening Train.

Sixty miles and Two Hours saved by this line to
Chicago, Cincinnati, St. Louis, etc., with but one change
of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:

At 6:00 a. m. for Easton, Mauch Chunk, Williamsport,
Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

Mail Train—At 8:00 a. m., for Flemington, Easton
Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston,
Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great
Bend, Allentown, Reading, Harrisburg, Pittsburgh, and
the West, with but one change of cars to Cincinnati or
Chicago, and but two changes to St. Louis.

11:00 a. m.; 2:00; 3:30; 5:30; 7:30 and 11:00 p. m. for
Elizabeth.

12:00 m. Train—For Easton, Allentown, Mauch Chunk,
Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem,
Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton,
Allentown, Reading, Harrisburg, Pittsburgh, and the West.
Sleeping cars through from Jersey City to Pittsburgh every
evening.

ELIZABETHPORT AND NEW-YORK FERRY.—Leave New-
York from Pier No. 2, North River, at 5:00 p. m. Boats
stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the
Central Railroad Company, foot of Liberty street, N. R., at
No. 1 Astor House, at Nos. 271 and 326 Broadway, and at
the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh
street and Fourth Avenue. Entrance on Twenty-Seventh
street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00; 8:00 (Ex.); 1:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30
p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.

3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30
p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30;
6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15
(Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30;
11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.)

8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.);

3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15

p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00

(Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad,

at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.;

4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

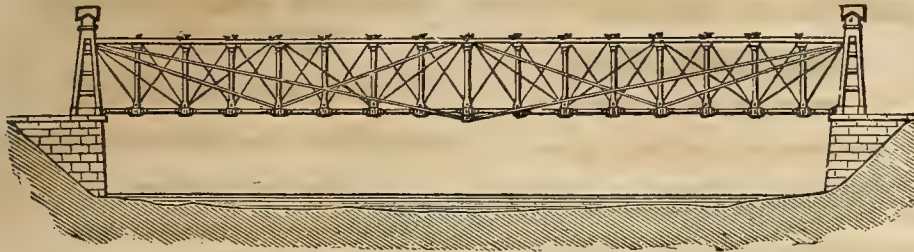
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also
connecting with the North and West, leave Twenty-Sixth
Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's
Express in New York and Brooklyn. Baggage checked
from the residence to all points on this road and its
connections.

640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

HOLSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard,)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES,

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

—AND—

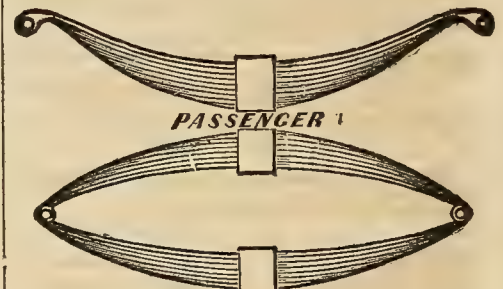
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, Steel Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI,

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in commission only: negotiates Loans and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT. Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:00 A. M.
St. Louis, Cairo, & Louisville.....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route.

Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
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Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted). 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.56 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.44 P. M. (Express)

On Sundays, 10.24 P. M.

Through connections all points East and West.

necessity of passing through Ohio, in passing from the Eastern side of the mountains to the Mississippi. For example, had Virginia and Kentucky, south of the Ohio, been as generally level as Ohio, part of these roads would have been on the south side of the Ohio; but, that is made impracticable by rugged chains of mountains. Let us now look at the capital and cost of the Roads. The Commissioner of Statistics (Mr. Mansfield) gives the following data on this point.

2. CAPITAL.—The cost of a road is made up of two parts—all the *capital* subscribed, as stock, and paid up; and all the *debts*, of whatever description, for which it is liable. The actually paid up stock of the railroads in Ohio (that is, only the mile in Ohio), amounts to (\$77,694,737) *seventy seven millions, six hundred and seventy-four thousand, seven hundred and thirty-seven dollars*. This amounts to *twenty-three thousand dollars per mile*.

3. DEBTS.—In the course of the last five years, many of the embarrassed Railroad Companies have been reorganized on equitable principles, turning much of the funded debt into capital stock, and nearly all the floating debt into funded debt; thus putting the financial condition of embarrassed roads in a far better condition than it was. The result is, that whatever profit the roads make, however small, is available either to pay debts, or divided among stockholders. In Table 8, it will be seen that the floating debts are very small. The total amount of debts now chargeable on the railroads of Ohio, is as follows: In Ohio, the same allowance, *pro rata*, for the mile out of the State as before, viz.: (\$58,931,686) *fifty eight millions, nine hundred and thirty-one thousand, six hundred and eighty-six dollars*.

3. ACTUAL COST OF THE ROADS.

From these data, it will be seen that the whole cost of railroads in Ohio is as follows:

Actual capital employed	\$77,694,737
Whole amount of debt	58,931,686

Aggregate cost	\$136,626,423
----------------------	---------------

The whole number of miles within the State being 3,340, it follows that the average actual cost is \$41,110 per mile.

This is correct, if we bear in mind one thing, which in the above statement is omitted, viz.: that several of these roads have passed through the process called *capitalization*, in which nearly all the original stock and much of the floating debt have disappeared. Many millions have thus been sunk; but, on the other hand, this is fully counterbalanced by the enhanced cost produced by making the roads on credit, barter, stock contracts, etc. On the whole, the Commissioner's statement is the nearest to the truth we can get at. The roads of Ohio have cost *forty one thousand dollars per mile*, as they now are; but, if fully completed, with sufficient double tracks, depots and equipments, will unquestionably reach \$50,000 per mile. In a very short time, the actual cash capital invested in Ohio Railroads, will reach \$150,000,000.

Let us now turn to the profits; the Commissioner states it as follows:

4. AGGREGATE EARNINGS.

The aggregate earnings (on all accounts) of the railroads of Ohio, amount to (\$42,167,435) *forty-two millions, one hundred and sixty-seven thousand, four hundred and thirty-five dollars*, which is (31) *thirty-one per cent. on the present actual cost of the roads*. It is an average of \$12,600 per mile. Many roads do not yield as much as this, but there are some which yield much more.

5. AGGREGATE EXPENSES.

The aggregate expenses of the railroads of Ohio (excepting the above three or four unfinished roads) amounts to *twenty-five millions, five hundred and eighteen thousand, five hundred and three dollars*, (\$25,518,503.) This is 60 per cent. of the gross earnings, and more than it ought to be; but, in some cases, improvements are charged to expenses, which really belong to the permanent capital.

6. NET EARNINGS OF PROFITS.

The profits of the roads, that is, their earnings above their current expenses, is *sixteen millions, five hundred and forty-eight thousand, nine hundred and twenty-six dollars*, (\$16,548,926.) This is 40 per cent. of the gross earnings, and an average of *five thousand dollars (5,000) per mile*. In section 3 of this article it will be seen that the average cost of a mile of road is \$41,110. The net profit, therefore, is over 12 per cent. on the actual cost. It will be seen that the present actual cost of the road as it stands charged on their books, is \$136,626,423, and that the net earnings is 12½ per cent. But this is not the correct result, because I have given the capital, or cost only of the miles of road in Ohio, while the earnings are for the whole length of the road, which comprises 1,890 miles more, lying in other States. The capital must therefore be enlarged *pro rata*, in the proportion of this distance in other States, in order to give the real result. The total capital of the whole length on which the earnings have been made is *two hundred and fourteen millions of dollars*, (\$214,000,000.) This gives eight (8) per cent. net profit on the whole cost of roads, or \$3,200 per mile of the actual number of miles run.

There are many persons, especially those who hold stock in unproductive roads, who don't believe this. But, those persons will please to note—1. That this amount is what the roads *make* and not what they *pay*. A large part of these profits are consumed by the Companies in improvements, and addition to the construction account. 2. That while it is easy to find some roads which make very little or nothing, there are six large roads in Ohio which make heavy profits.

The subjects of Dividends and Business, we shall consider in another article, and from the whole draw some conclusions, as to the actual profits of Railroad business in Ohio.

Death of General Scott.

The most remarkable goldier of the world has fallen before the only conqueror, who had the power to subdue him—Death. But, he feared not death; he had met him on the battle-field; he had met him in the pestilence

moving in darkness; he had met him in the lowly chamber, in the camp, and in the hospital. He feared not death, and when the time came that nature gently gave her summons for his departure, he quietly folded his robes of honor about him and calmly laid him down to sleep. If any man ever completed fully the career which Providence seemed to assign him, it was WINFIELD SCOTT. If any one will look over the life of Scott, and ask where he ought to have turned into another career, or have performed his duty in a different manner, it will be impossible to find that time. Scott was emphatically a soldier. The military profession was his, naturally, instinctively, properly. The very faults and errors which were charged upon him were faults of the military character; the logical sequence of the military profession. Scott was thought to be vain—it was the vanity of the soldier only. He was thought to be fond of show—this is the peculiar attribute of the regular soldier. But, now that the grave has closed over him, we say positively, that Scott had these characteristics no more than hundreds of common men we meet on the streets. All of Scott was wrapt up in the character of the soldier. He of all men in the world had perhaps the best right to be proud of this character. He was a soldier only; a successful soldier; a conqueror. We shall not stop to dwell upon what he did. Every newspaper in the land will tell that. They will speak of Chippewa; of Lundy's Lane, where the roar of Niagara uttered the voice of victory; they will tell of his voyage amidst the terrors of the cholera on the Lakes; of his nursing soldiers in the hospital of Chicago; of his march to Mexico; of Cerro Gordo; of Puebla; of Contreras; of the Belem Gate; of the Plaza of Mexico, where our soldiers stacked their arms in the hall of the Montezumas. They will tell of the glory of the soldiers; but we prefer to speak rather of the qualities of the man. If Scott was never known as a soldier, but met simply as a citizen, he would be thought one of the most accomplished gentlemen of the country. He was polite, affable, courteous. But, far more, he was humane. He was amiable in disposition and sensitive to any form of want or suffering. He was gentle and kindly. In the army Scott was the Bayard of our country, without fear and without reproach. He was the soul of honor, pure in morals, and correct in principle. Few persons, who did not know him well, can know how perfectly irreproachable he was in all the relations of human life: and, when Death conquered the conqueror of battle-fields, he scarcely ever had a victory at once over so much of worth, of honor, of glory, and distinction. Well may the flag of the nation bow around his bier; heroes crowd around his grave; and history prolong the monody to his memory in the bright record of his achievements.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1865. For convenience of comparison, many of the statements are made to cover the year 1864 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1865.	1864.
Miles run by passenger trains.....	431,334	290,641
" " merchandise trains.....	230,361	177,683
" " coal trains.....	303,693	415,740
Total by transportation trains.....	1,055,388	884,669
Miles run by wood trains.....	3,100	2,683
" " gravel and construct'n trains.....	129,490	61,516
Total miles run by trains.....	1,187,978	948,218

During the year the boats have made 9,984 round trips between New York and Jersey City, 1,874 round trips between New York and Elizabethport, and 14,600 miles in carrying live stock to Fortieth street, making a service of 47,072 miles. In 1864 they ran 39,047 miles.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1865 with the year 1864 gives the following results:

	1865.	1864.
Number of passengers.....	92,706	69,818
Miles traveled by pass.....	23,311,715	19,397,515
Equal to through passengers.....	319,889	238,633

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1865.	1864.
Number of tons carried.....	317,181	272,266
Tons carried one mile.....	17,334,585	14,610,005
Equal to through tonnage.....	231,181	194,811

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1865.	1864.
Number of tons carried.....	75,469	69,225
Tons carried one mile.....	4,830,416	4,430,400
Equal to through tonnage.....	75,469	69,225

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1865.	1864.
Number of tons carried.....	1,004,506	1,149,964
Tons carried one mile.....	55,683,624	62,372,209
Equal to through tonnage.....	870,057	974,504

There was a decrease in Lackawanna coal of 181,056 tons, owing mainly to strikes at the mines, and an increase in Lehigh coal of 35,598 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna Tons.	Lehigh. Tons.	Total. Tons.
1856.....	98,670	33,325	131,995
1857.....	209,950	84,841	294,791
1858.....	417,726	122,923	540,649
1859.....	455,081	123,277	578,358
1860.....	590,683	283,000	873,683
1861.....	568,669	254,345	823,014
1862.....	502,375	314,195	816,570
1863.....	613,954	435,927	1,049,881
1864.....	675,743	474,221	1,149,964
1865.....	494,687	509,819	1,004,506
Total.....	4,622,518	2,676,779	7,305,297

EQUIPMENT.

The company own 65 engines, of which 19 burn wood or soft coal and 46 hard coal. Of these engines, 53 are narrow gauge and 12 broad gauge. Their condition is reported to

be as follows: 30 in good order, 20 in fair order, 10 wanting general repairs, and 5 require new fire boxes. Six new locomotives have been placed on the road during the year, and 14 more are ordered for early delivery. About 55 engines are required for the ordinary daily service.

The equipment of cars is as follows: 46 first class passenger cars, 6 second class passenger cars, 11 baggage and mail cars, 6 smoking cars, 81 eight-wheel house freight cars, 40 four-wheel house freight cars, 20 eight-wheel cattle cars, 103 eight-wheel platform cars, 5 eight-wheel gondola cars, 119 six-wheel platform cars, 15 six-wheel line cars, 406 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 8 four-wheel caboose cars, and 2 wrecking cars.

Large additions have been made during the year, as will appear by a comparison with last year's Report.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1865 compared with 1864:

Receipts:	1865.	1864.
Passengers.....	\$688,774 05	\$488,223 94
Merchandise.....	898,277 32	731,722 16
Coal.....	1,368,492 82	1,317,914 27
Mail.....	7,600 00	7,600 00
Express.....	32,803 49	22,604 17
Rent's.....	8,361 48	2,223 47
Miscellaneous.....	12,070 73	6,856 44
Total receipts.....	\$3,036,389 89	\$2,537,184 45
Expenses:		
Running expenses.....	\$356,788 25	\$239,431 00
Wood consumed.....	90,746 71	66,114 85
Coal consumed.....	259,238 66	207,739 83
Repairs of road.....	249,074 01	175,913 92
engines.....	155,312 89	13,464 49
passenger cars.....	37,131 86	24,844 16
freight cars.....	44,301 33	30,698 94
coal cars.....	33,342 31	19,848 27
Repairs docks, Elizabethport.....	24,440 55	14,814 14
Repairs buildings, bridges.....	48,314 02	32,231 39
Repairs tools, machinery.....	25,813 14	12,770 91
Expenses account.....	49,041 18	41,697 69
Miscellaneous expenses.....	56,602 38	41,621 91
Ferry running expenses.....	108,258 30	79,658 50
Ferry boat repairs.....	45,522 14	17,177 35
Ferry miscellaneous expenses.....	24,918 66	25,278 82
Car service.....	139,534 83	77,255 46
Total expenses.....	\$1,748,433 72	\$1,231,551 54
Balance net earnings.....	\$1,287,956 17	\$1,305,632 91

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net earnings.
1853.....	\$349,018	\$197,629	\$151,389 or 43 per ct.
1854.....	378,145	197,349	180,796, or 48 "
1855.....	393,729	208,856	184,873, or 47 "
1856.....	553,479	258,308	295,171, or 53 "
1857.....	682,314	340,302	341,812, or 51 "
1858.....	526,934	345,614	491,329, or 58 "
1859.....	971,702	385,716	585,986, or 61 "
1860.....	1,185,848	475,457	710,391, or 60 "
1861.....	1,501,895	524,452	977,443, or 57 "
1862.....	1,397,586	623,245	774,341, or 56 "
1863.....	1,941,976	814,232	1,127,744, or 58 "
1864.....	2,337,185	1,231,554	1,105,631, or 51 "
1865.....	3,036,390	1,748,414	1,287,976, or 43 "
Totals.....	\$15,466,201	\$7,319,248	\$8,146,953, or 53 per ct.

An increase in receipts is here shown, of \$499,205 44, or 19½ per cent. The increase in passenger business was \$240,055 11 or 53½ per cent. In merchandise receipts, \$92,905 05, or 23 per cent. In coal receipts, \$70,538 55, or 5½ per cent.

The expenses show an increase of \$516,879 18, or 42 per cent. There has been an increase, in running expenses, of \$117,357 25; in fuel consumed, of \$76,130 70; in repairs of road, of \$73,160 09; in repairs of equipment, of \$129,245 11; in other repairs, of \$38,751 27; in general expenses, of \$19,320 96;

in ferry accounts, of \$2,584 43; and in car service, an increase of \$62,329 37.

The gross receipts per mile run have been as follows: From passenger trains, \$1.73 against \$1.54 in 1864; from merchandise trains, \$3.88 against \$4.12; from coal trains, \$3.52 against \$3.16. The average receipts per mile run from all trains has been \$2.87 against \$2.93 the previous year. The gross expenses per mile run have been \$1.66 against \$1.39 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Gross earnings, as per statement.....	\$3,036,389 89
Capital, new stock full and scrip.....	\$4,185,940
Less first mortgage bonds, paid off.....	491,000
Cash and accounts payable, increase.....	3,694,940 00
	155,185 73
Total.....	\$6,886,515 63
Ordinary expenses, as per statement.....	\$1,748,433 72
Grading, second track, extension, etc.....	166,148 18
Masonry.....	75,336 90
Railway superstructure.....	283,432 46
Bridge superstructure.....	23,117 43
Engineering.....	7,069 81
Land damage.....	32,591 19
Communipaw filling and bulkheads.....	329,845 81
Station houses.....	75,191 49
Port Johnston coal wharf.....	187,011 31
Docks in New York.....	129,09 04
Engines.....	124,416 54
Passenger cars.....	107,290 80
Cars built in shops or purchased.....	24,250 00
Ferry, boats and scows.....	30,615 61
Lands, machinery, miscellaneous property, increase.....	2,985,376 66
Sundry accounts material, etc., increase.....	43,338 53
Quarterly dividend for year, 10 per cent.....	861,675 85
Interest account for year.....	170,858 65
State taxes for year.....	31,219 64
United States taxes.....	90,041 00
Total.....	\$6,886,515 63

The profit and loss account has been credited with the gross earnings..... \$3,036,389 89

It has been debited as follows:

Ordinary expenses.....	\$1,748,433 72
Interest account.....	170,858 65
Taxes to State.....	31,219 64
United States taxes.....	90,041 00
Dividends, 10 per cent.....	861,675 85
Balance.....	\$134,161 03

This balance has been appropriated to the reduction of the various property accounts, to make the purchases during the year correspond with the inventories. Large expenditures for personal property have also been included in the current expense accounts, with the same object.

The balance of surplus profits, therefore, remains \$628,159 26, as at the close of the previous year.

COST OF ROAD.

The construction accounts for the extension to Jersey City have been transferred to the general railway account, and consisted of the following items:

Grading.....	\$173,450 15
Masonry.....	66,337 01
Railway superstructure.....	311,383 62
Bridge superstructure.....	31,619 24
Right of way.....	52,000 00
Engineering.....	10,834 38
Total.....	\$596,664 30

The cost of grading out the remainder of the cuts will be charged to Communipaw filling, as the most of the earth removed will be taken to that place. All the earth heretofore taken out has been charged to the grading account, though part of it was used at Jersey City.

The cost of the 74 miles of double track railway now stands at \$6,106,957 27, being \$82,526 44 per mile. Reducing the road and sidings to single track, there are 225 miles at \$27,142 03 per mile. The total cost of the 74 miles with equipments, stations, etc., in-

cluding Port Johnston and Jersey City, is \$8,683,451 59, or \$117,344 per mile, of double track. Reducing road and sidings to single track as above, there are 225 miles at \$38,593 12 per mile. When it is considered what is represented by this cost, and the position which the road occupies, the directors are ready to compare cost with any first class road.

From its position the investment in this enterprise must necessarily be a very large one, involving as it will, in course of time, a third, and perhaps a fourth track, with corresponding terminal facilities of every sort. The object to be kept in view is to increase these investments only so fast as they will pay, being careful not to impair, but rather to increase the certainty of dividends.

The company's investments in land and water rights, forced on them by necessity or for the sake of conciliation, are now very large. As yet nothing has been realized by sales, but considerable portions can now be prepared for sale, and disposed of, without interfering with the parts that must be retained for the future use of the company or their customers.

PROSPECTS OF BUSINESS.

The uncertainty which hangs over the general business of the country and the general tendency towards a decline, is balanced, in the case of this company, by the enlarged facilities at Jersey City and Port Johnston, the effects of which will be most sensibly felt by the freight and coal departments. As the equipment and shops have been correspondingly enlarged, and as the business is ready to come, a large increase may be looked for, which will give profitable employment to the capital thus invested. Even at lower prices, therefore, the business is likely to be very good.

BALANCE SHEET, JANUARY 1, 1866.

Railroad, 75 miles double track.....	\$4,106,937 27
Communipaw filling and bulkheads.....	585,119 06
Port Johnston coal wharves.....	187,011 31
Land and work at Elizabethport.....	501,855 07
Station houses shops and water stations....	218,736 33
Engines.....	653,000 00
Passenger and baggage car.....	176,000 00
Freight cars.....	211,250 00
Coal cars.....	211,522 55
Ferry interest, boats and scows.....	604,387 03
Land, docks, machinery, miscellaneous property, etc.....	3,845,525 15
Chairs, spike iron rails and ties on hand....	59,176 50
Materials and fuel on hand.....	62,497 43
Cash and accounts receivable.....	406,497 35
	\$13,661,745 05
Capital stock.....	\$10,655,940 00
1st mortgage bonds, due 1870.....	\$909,000 00
2d " " 1875.....	600,000 00
	1,509,000 00
Dividend 2½ per cent, payable in January....	261,721 14
Interest on bonds, accruing not yet due....	33,250 00
Accounts payable.....	543,664 65
Renewal fund, balance to credit.....	624,159 26
	\$13,661,735 05

President—JOHN TAYLOR JOHNSTON.

Directors—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, Benjamin Williamson, F. T. Frelinghuysen, Henry D. Maxwell, Asa Packer.

Secretary and Treasurer—SAMUEL K. OX.

Engineer—JAMES MOORE.

Superintendent—JOSIAH O. STEARNS.

One of the officers of the Nashville & Chattanooga Railroad says: "Our first Excursion takes place on the 4th, 5th, and 6th of June, from Cincinnati to Louisville and Nashville. Tell your people in Cincinnati to be sure and come,—and come yourself."

Photographing on Copper.

A. M. Mialaret-Becknell writes from Sainte-Jean Baptiste, Louisiana, to the *Cosmos* of Paris describing a method of photographing on copper and etching the photograph produced. The method is, in brief, the following, and it may be worth while for amateurs to experiment with:

Take a perfectly smooth and thoroughly clean plate of copper, dry perfectly and immerse it in a bath of—

Sulphate of copper,.....	125 grains.
Sea-salt,.....	75 "
Water,.....	2 ounces.

Acidify the bath with a few drops of any acid to prevent the formation of a pellicule which would stain the plate. After an immersion of from thirty to sixty seconds (or more, if desirable) the plate is freely washed with water and completely dried with an old piece of linen soft enough not to scratch the metal, then rubbed smartly with soft flannel until it presents a perfect polish. In this condition the plate may vary in tone from a vivid red to a violet. These operations may be performed in diffused light, but too much light should be avoided. Place the plate in a frame behind an engraving or a glass negative and expose to the sun. With a good light it will take from five to ten minutes. After this the plate may be preserved for some days without alteration, provided the weather be dry and it be not exposed to a strong light; but as it is very hygrometric it had better be fixed immediately upon withdrawing it from the frame. This is done by plunging it into hyposulphite of soda containing a few grains of chloride of silver. In a few seconds the red tones of the plate whiten, the shadows take a violet tone, which finally turn to black. Precisely at this instant the plate must be withdrawn from the bath and agitated rapidly in a basin of pure water. After which the black deposit which forms the shadows must be removed, unless you prefer to let it remain. In this case wash in much water and dry rapidly over an alcohol lamp with feeble flame. As the shadows are formed of a powder which the slightest rubbing removes, they can be preserved by a transparent varnish.

But if the plate is to be engraved chemically, the black powder must be removed as indicated above, the plate washed under a strong jet of water, and plunged without drying into the liquid selected as a mordant. On this point I have nothing definite to say. All substances which act violently and evolve gas must be avoided. The following formula has sometimes succeeded:

Nitric acid.....	1 part.
Bichromate of potassa, (saturated solution),.....	2 "
Water,.....	3 "

In this formula the nitric may be replaced by sulphuric acid. I varnish the back and edges of the plate and plunge it into enough liquid to cover it. When the liquid assumes a blue tint I add more without touching the plate, and I prolong the action one or two days, according to the temperature. I have tried iodine in combination with the bichromate or nitric acid; in this case it is better not to remove the shadows. With the first formula the engraving is in relief, that is, the plate is attached only in those parts which are covered with silver; by galvanism a plate is produced in which the shadows are depressed. Iodine and other agents which attack the copper and leave the silver have,

therefore, advantages, but the iodine is much slower in its operation. Or the plate may be engraved galvanically by attaching it to the positive pole of the pile and immersing it in a very acid solution of sulphate of copper. The plate must be laid horizontally, and the copper plate which serves as the negative electrode must be above it, otherwise the coating of silver will become detached. Or it may be attached to the negative pole, in which case the shadows will be coated with copper.—*Jour. Franklin Institute.*

Nashville and Cincinnati Railroad.

We give the following able and truthful article from the *Louisville Journal*, relative to direct railroad connection with Nashville. We cannot see any impropriety in passing through Louisville on our way to Nashville, or any other Southern city, but, indeed, would prefer to do so. We, however, need the Knoxville connection, which is entirely in a different direction, and the efforts of Cincinnati should not be diverted from it by side issues.

"We see from the papers of Nashville that our friends in that city are anxious for a more direct rail communication with Cincinnati, and propose to build a new road parallel with the Louisville and Nashville railroad. Our Nashville friends can hardly be aware that before another year expires they will have the most direct railroad connection which can be established between the two points without having to invest a dollar in the enterprise they now propose.

The Louisville, Frankfort, and Lexington Railroad Company is now actively engaged in preparing for the construction of the branch road from Lagrange to Cincinnati. The distance from Louisville to Cincinnati by this route is one hundred and five miles, and from Cincinnati to Nashville two hundred and ninety miles. This distance will be run with passenger trains, without changing cars, in fourteen hours, or perhaps in less time, and freight will go through from Cincinnati to Nashville without breaking bulk. The Louisville and Nashville railroad, in connection with the boats plying between here and Cincinnati, carries at present not only all the freight that merchants want to ship, all passengers who wish to go to Nashville, but is able to carry ten times more than it now does, and this without any further investment on the part of the citizens of Nashville.

Do our Nashville and Cincinnati friends know that the Louisville and Nashville railroad, with the extension to Cincinnati, now in progress of construction, is the shortest and most direct route that can be built between Nashville and Cincinnati?

Draw a straight line between these two points on the map and you will find that the location of the Louisville and Nashville railroad occupies that line as far as Mumfordsville, one hundred and twelve miles from Nashville. At Bardstown Junction, one hundred and fifty-three miles from Nashville, the Louisville and Nashville railroad has only diverged from it twelve miles; at Louisville twenty-nine miles; while Paris, a station, on the Kentucky Central railroad, by which route it is now proposed to reach Nashville from Cincinnati in a more direct way, is fifty miles to the east of a straight line between Cincinnati and Nashville. Have our Nashville friends, we repeat, considered this? Do they

wish to invest some six million dollars to attain a more circuitous railroad connection with Cincinnati than they now have, or rather will have in the course of a year, without any expenditure of money on their part? However, if the Nashville and Cincinnati people have surplus funds to invest, we advise them, as it is not yet too late, to take stock in, or bonds of, the Louisville and Cincinnati branch railroad. It will be a profitable investment. There are only eighty miles of road to build. Cincinnati will then be connected with Nashville, Memphis, New Orleans, and after the completion of the Decatur and Montgomery road, with Montgomery and Pensacola, upon the shortest possible routes—much shorter routes, indeed, than by way of the proposed Southern road to Chattanooga, or by a route to Nashville via Danville.

The distance between Cincinnati and Decatur by way of the proposed Southern road, which taps the Tennessee and Georgia road at Philadelphia, is 500 miles. From Cincinnati to Decatur by way of Louisville and Nashville Railroad, there are 412 miles. Cincinnati is, therefore 78 miles nearer to all points south of Decatur, say Montgomery, Mobile, and Pensacola, by way of the Louisville and Nashville railroad, than by way of this proposed Southern road.

The difference is still greater in favor of the Louisville route if Memphis and New Orleans are to be reached from Cincinnati. The distance from Cincinnati to Memphis by way of the Southern road to Philadelphia and Chattanooga, and over the Memphis and Charleston road, is 688 miles, and, by way of Louisville and Clarksville, 482 miles; the difference in favor of the Louisville route being 206 miles.

The distance from Cincinnati to New Orleans by the Southern road is 1021 miles, and by way of Louisville and Clarksville 755 miles, the difference in favor of the Louisville route being 266 miles.

Thus it is seen, that, as far as Cincinnati is concerned in reaching all points to the Southwest of Cincinnati, the existing railroad connections, after the completion of the Louisville and Cincinnati branch road, will be all that they can desire. They cannot be improved.

The Cedar Rapids and Missouri River Railway.

The humble origin, rapid progress and eminent success of the Cedar Rapids & Missouri River Railroad Company are deserving of a more than passing notice, and the day has arrived when this enterprise should have accorded to it the credit and prominence it deserves. This little company was organized in Cedar Rapids in 1860 and has gradually assumed an importance second to none in the United States. With John I. Blair, principal capitalist and financial manager, W. W. Walker, chief engineer and Vice-President, and John Wear and Dr. Ely, local Directors, it has now in operation 130 miles west of Cedar Rapids; the present terminus of the road being Boone, a town of 1,500 inhabitants, built up in fourteen months. The grading is completed ten miles west of Boone; the Des Moines River being crossed by a Howe's truss bridge, 600 feet wide, a structure not surpassed by any in the State, and only equaled by the railroad bridge at Clinton and Rock Island. This bridge was erected in 60 days. The grading west of the river was through almost a mountainous country, but this ten miles now graded brings it on

to the high prairie to which point the cars will be running the present month, from this point to the Missouri River; the work on the entire road is under contract. To insure the completion of this great enterprise within eighteen months, the work is divided into small parcels with sufficient men and material to go ahead without delay. This completed, the road secures a connection with the Union Pacific; this forming the grand line from Chicago to the Pacific. That this grand enterprise has been, is now and will continue to be of incalculable benefit to, not only Western Iowa but the whole State, needs little or no other proof than that which is plain, to any one who will observe. A few figures will perhaps assist those who do not care to look for themselves. This company have now two thousand men at work and are increasing their force at an average of one hundred men per day. Their disbursements have thus far averaged twenty thousand dollars per month, and in future will be greatly increased. There are three millions of dollars to be expended within the next eighteen months, all of which will be a basis of taxation for the benefit of the State. This, together with the vast improvements made in opening up new territory, rendered heretofore inaccessible and consequently almost worthless, and building up towns amid the wilderness of prairie, to say nothing of the developing of immense coal beds, we think should be an example to legislators and others who fail to see anything in railroad enterprises but disaster to a country and financial ruin to its inhabitants.—*Cedar Valley Times*.

Southern Railroads and the Government.

"The New York Times" furnishes the following interesting items relative to the operations of the Government in connection with the Southern Railroads:

The whole amount of sales, for cash and credit, was about \$20,000,000. About two-thirds of the entire sum was for cash, which was, of course, deposited with the United States Treasurer to the proper credit. As shown by the statement in detail hereinafter set forth, and copied from the official records, the sum total of sales on credit was \$7,400,690 61. The total indebtedness of the railroads to the Government, including interest up to the 1st of April, 1866, was \$7,608,345 96. On this there have been payments amounting to \$7,655 47; leaving a balance due the Government, on the 1st day of April, of \$6,839,690 49, from which is to be deducted about \$250,000 of accounts in favor of railroads for transportation, etc., now undergoing adjustment. So that the whole indebtedness to the Government is at this time about \$6,600,000. This is secured by bonds to double the amount of original indebtedness, and the Government has, besides, a lien upon the property upon default of payment of any of the instalments when due.

All the property sold or turned over was appraised by disinterested persons, and a fair valuation fixed by them. The Government never owned the railroad property; they were, many of them, owned in whole or in part by the States. A State cannot commit treason, and the property thus owned could not be confiscated. The roads were turned over to their owners, and the rolling stock, etc., captured from the rebels as rebel property, and also that furnished by our Government was all that was sold. In one instance recently—the case already referred to—the President

was applied to for an order to stay proceedings against a railroad, and to prevent the summary seizure of the road under the lien which the Government holds. The President found that this Company had paid up the interest due the United States, and a part of the principal; that it had been paying off the accumulated coupons and indebtedness that had accrued during the rebellion, and that these extraordinary payments were about as much as could be asked of the railroad, which would be seriously embarrassed, and probably ruined, if also compelled, at once, to pay the late monthly instalments due the Government. The payments already made had enhanced the Government's security to that extent, and a stay of legal proceedings would not jeopardize the interests of the United States. Under these circumstances the President signed an order to stay proceedings for the present.

The first column of the following table shows the amount of the original purchase, with interest added to April 1, while the second column shows the payments that have been made on the same, and as stated above that there is still an aggregate balance due the Government of \$6,839,690 49.

Name of Road.	Total amount of Purchase and interest.	Payments.
Wills Valley.....	\$ 31,979 19	\$ 1,300 00
Edgefield & Kentucky.....	118,197 11	.....
Macon & Brunswick.....	93,897 52	67,682 21
Montgomery & West Point.....	39,999 42	5,566 76
Southwestern.....	46,159 89	46,159 89
Rome.....	22,577 30	3,016 45
Memphis & Ohio.....	110,151 41	15,283 57
Memphis, Clarksville & Louisville.....	346,299 25	150 00
Mississippi & Tennessee.....	120,987 42	27,414 70
Alabama & Florida.....	10,765 62	7,233 75
East Tennessee & Georgia.....	379,897 71	23,644 60
Muscogee.....	5,408 22	1,216 45
Macon & Western.....	83,638 15	56,305 04
Nashville & Chattanooga.....	1,624,832 21	59,995 24
Tennessee & Alabama Central.....	87,311 36	20,779 39
Mobile & Ohio.....	518,129 49	123,896 35
Mobile & Great Northern.....	18,436 47	1,484 62
Memphis & Charleston.....	556,815 18	14,689 17
Alabama & Tennessee River.....	188,728 90	15,310 19
Mississippi, Gaines & Tuscaloosa.....	34,572 84	.....
Georgia Railroad & Banking Company.....	11,935 05	11,975 65
New Orleans & Ohio.....	33,131 65	.....
Nashville & Decatur.....	137,698 06	22,646 25
Western & Atlantic.....	490,154 20	.....
Central Southern.....	80,092 80	19,059 45
East Tennessee & Virginia.....	275,850 70	7,150 94
Southwestern Iron Co.....	32,515 00	32,515 00
Adams Express Company.....	4,361 45	4,361 45
Nashville & Northwestern.....	554,347 39	21,445 20
Mississippi Central.....	65,141 38	5,468 03
New Orleans, Jackson & Great Northern.....	205,074 14	34,418 75
Tennessee & Alabama.....	112,780 51	26,022 59
Selma & Meridian.....	149,979 15	53,967 73
Virginia & Tennessee.....	104,920 44	.....
Wilmington & Weldon.....	111,773 14	3,947 65
Atlantic & North Carolina.....	62,661 84	4,854 28
Western & North Carolina.....	14,581 26	1,663 98
Petersburg.....	65,503 83	14,797 23
Virginia Central.....	73,188 87	4,424 71
Richmond, Fredericksburg & Potomac.....	7,449 27	7,449 27
Orange & Alexandria.....	90,395 74	.....
Alexandria, Loudon & Hamps.....	63,745 27	.....
Manassas Gap.....	4,699 25	369 09
McMinnville & Manchester.....	20,492 79	.....
South Carolina.....	23,669 63	.....
Memphis & Little Rock.....	151,979 73	.....
San Antonio & Mexican Gulf.....	48,775 19	.....
New Orleans, Opelousas & Great West rn.....	113,773 45	.....

Total..... \$7,608,345 96 \$708,655 47

In addition to the \$768,655 47 paid (which has been about half in cash and half in vouchers for transportation services) there are also, undergoing adjustment in the Treasury Department, about \$260,000 of accounts, due the railroad companies for transportation services, applicable to their indebtedness. The Post-office Department is withholding, perhaps, about \$50,000 of accounts due for mail service, also applicable.

Port Huron, Lake Michigan and Chicago Railroad Company.

A full meeting of the Board of Directors of the Chicago and Michigan Grand Trunk Railroad Company was held at the village of St. Joseph, on the 8th of May. There were also present at the meeting the Secretary, Hon. W. L. Bancroft, and three of the Board of Directors, including W. H. Chapman, Esq., of Lansing, of the Port Huron and Lake Michigan Railroad Company. The meeting was called for the purpose of considering upon what terms a consolidation of the two companies might be effected. Terms were agreed upon and submitted by the Directors of the first named company, which were acquiesced in by those present and representing the latter company, and will probably be adopted by the Port Huron and Lake Michigan Railroad Company when properly submitted at a meeting called for that purpose.

The name agreed upon for the new organization, by the terms of consolidation, is the Port Huron, St. Joseph & Chicago Railroad Company. By the terms of consolidation, the assets of the two companies, estimated at \$1,567,000, are to form a common joint fund for the new organization, and the stockholders in both old corporations are to receive the same amount of stock in the new organization as now held by them in their respective old corporations. The Board of Directors of the new company will consist of seven members for the entire line, three of whom are to be selected from each of the old organizations, and the six thus chosen are to make choice of the seventh. If these articles of agreement for a consolidation are ratified by the stockholders of each of the companies proposing to consolidate, then a meeting of the stockholders of the new organization will be held in the city of Lansing at an early day after such ratification for the purpose of electing a Board of Directors, and the transaction of other business.

A general good feeling was manifest among all those present at the meeting in St. Joseph, and a determination expressed to carry the work of constructing this important line of railroad along as rapidly as possible. During the interim of several weeks which must occur before the ratification of the terms of consolidation agreed upon at St. Joseph, work upon the lines east and west of Lansing will be vigorously prosecuted by the companies at present in existence.—*R. R. & Mech. Jour.*

American Enterprise in China,

The *Friend of China*, a journal in the English language published at Shanghai, says:

"We wish now to draw attention to the establishment known as the Kianhaan Machine Shop, Hongqua, to which on several occasions we have made reference. As our local readers know, the site of this establishment was formerly Messrs. T. Hunt & Co.'s, then, as now, under the superintendence of Mr. Thomas A. Falls, an American engineer of some eminence in his profession. Since the establishment has changed proprietors, although only monthly tenants, the Chinese on Mr. Fall's suggestion, have made several valuable additions and improvements on the property; one of them being a furnace of greater capacity for castings than any east of the cape, we are told. But it is to the work done on the premises to which we would draw attention. We see there, in profusion, howitzers in iron and brass, light and heavy, of exquisite finish;

shell of all sizes; the place around being resonant with the roar of a steam polisher of balls as they emerge from the foundry; fuses completed, from the sheet of brown paper and paste up; muskets in all stages of manufacture, from the small screws which secure the springs of the percussion locks, to the barrels rolled and welded as they come from the furnace; boring machines and lathes of every size, for the mortar of the pistol; immense drops for punching, cupolas for melting the crude ore, ovens for baking, draughtsmen, molders, blacksmiths, boiler makers, copper smiths; in a word, a native arsenal as ponderous and compact as the best of those we see at home.

"Assuring to peace lovers, indeed, is an inspection of this splendid foundation. Would that this peace-securing missionary institution as we term it, had for its supporters men of better deservings; would that all this peace securing was in aid of a Government bent on enlightening, not on enthraling subjects, both mind and body!

"The number of artisans employed by Mr. Falls, on an expenditure for salaries of some \$5,000 a month, is over three hundred, fifteen of whom are Americans or Europeans; Mr. Stevenson has charge of the draughting department, Mr. McIlwraith the heavy engineering. Among some pieces prepared for shipment by the *Confucius* for transport last week to Nanking, and thence for the various war fields over the country, were some beautiful three-pounder howitzers, weighing, mounted on iron carriages, the insignificant total of five hundred pounds; twelve-pounder howitzers, similarly mounted, five hundred and twenty pounds; while there were heavy howitzers for ship board, or shore use, of over nine hundred pounds weight; one sixty-eight-pounder howitzer, of cast iron, being just ready for placing in the lathe. The wheels of the carriages seem to be particularly well made, dished as only adepts in that branch of mechanics know how to speech their stocks for whole tyres on breech fellows, and it but wants Collinge's patent axletree to make them equal to the exposition of a Long Aere coach factory.

"A week or so ago there was a trial of some of the guns at Woosing, all proving in a most satisfactory manner. A Parrot gun, in particular, was highly delighted in by the Mandarins inspecting by order of the Taoutai. The distance being calculated for 500 and for 700 yards, the fusee for those distances burnt with excellent precision; the bullets with which the shells were filled spreading on over distances as far again."

The N. Y. Tribune of Saturday says:

The executive officers of the trunk railroad companies have been in session at the St. Nicholas Hotel. The freight rates were settled, and a resolution was adopted, after some opposition from the New York & Erie Company, abolishing all commissions on the sale of passenger tickets from and after the 10th day of June next. This will put a stop to all the ticket offices in the city where commissions are paid, and will save a large sum of money to the roads. The amount paid out as commission money has been estimated as high as \$800,000 a year in this city alone. If this good resolution is adhered to some of the "agents" of the Erie Company will not be obliged to report "incomes" exceeding the salary of the President of the United States.

Debt of New Jersey.

The entire debt of New Jersey, on war account, on the thirtieth day of November, 1865, was as follows, viz.:

State bonds issued during the last fiscal year for the payment of.....	\$271,800 00
Bonds previously issued for payment of.....	2,592,600 00

Whole amount of bonds issued from commencement of war to November 30, 1865.....	\$2,871,400 00
Add to above loan from "State Fund" for war purposes, temporary loans from banks, etc.....	370,319 33

Whole amount of bonds issued and debts unpaid up to November 30, 1865.....	\$3,241,719 33
From above, deduct bonds due January 1, 1865, and redeemed by Commissioners of Sinking Fund, as will appear by report of said Commissioners, to which special attention is directed.....	99,600 00

Liabilities of War Fund November 30, 1865.....	\$3,142,119 33
Toward paying the above debt, contracted for war purposes, there was in the Sinking Fund on November 30, 1865, not needed to pay interest—which deduct.....	324,000 00

War debt of New Jersey, Nov. 30, 1865.... \$2,818,119 33

Gov. Parker says in his annual message:

It is with much pleasure that I refer to the fact that notwithstanding the frequent financial embarrassments of the country during the war, and the immense quantity of securities bearing a high rate of interest offered by the United States, not a single New Jersey bond has been sold by the State for less than par. Previous to the year 1863, they were sold at par; since then they have generally commanded a large premium. The amount of premiums received by the "War Fund" on sale of State bonds during the last three years is one hundred and one thousand and six hundred and twenty-three dollars and five cents (\$101,623 05)

Free Passes.

The following is the law prohibiting the issue of free passes on the railroads in New York:

The people of the State of New York represented in Senate and Assembly, do enact as follows:

SECTION 1. Every railroad company in this State is prohibited from issuing free passes over its respective road or roads, or carrying persons or property free of charge, over the road or roads, except such persons as may be injured upon their road or roads, and except such persons as may be employed by such railroad company, as clerks, laborers, officers or attorney, and except sick or disabled soldiers.

SEC. 2. The penalty for a violation of this act shall be fifty dollars for each offence, to be sued for and recovered in the county where the offence shall have been committed, by the District-Attorney thereof, in the name of the people of the State, and when collected, shall be paid into the Treasury of the State.

SEC. 3. This act shall take effect immediately.

Next winter it will be repealed. In the mean time, the farce of "striped pig and gin-cocktails" will be repeated. "Where there is a will, there is always a way."

A stock company has been organized in Pittsburg for the purpose of building tenement houses, to be rented at reasonable rates. The Company propose to build one hundred and seventy houses at once.

THE ALBANY BASIN.—This work originally intended as a harbor for canal boats, has a long pier in the middle of the Hudson river in front of the city, completely shutting off the wharf owners from their ancient privileges. Having proved of little benefit to the public, it is now contemplated under a recent act of the Legislature to remove entirely 125 feet at the upper end, to remove the bridge and bulk head at the foot of Hamilton street, and 165 feet of the old pier. This will allow the river steamers and sailing vessels to come up to the centre of the city and enjoy their former facilities.—*Am. R. R. Jour.*

PROFITS OF SILVER MINING.—The Gould and Curry Silver Mining Company, of Nevada, declared a dividend of eighty dollars per foot, (representing two shares of stock,) for April, payable in coin. This company has earned the enormous sum of *fifteen millions* since its organization four years since, dividing in 1865 four millions of dollars, coin, among its shareholders. This stock is now quoted at \$1,150 per share, the original price having been \$10. Other mining companies do equally well—the Empire, of Nevada, having paid dividends as high as \$320 per share monthly.—*Am. R. R. Jour.*

CALIFORNIA PLATINUM.—A white metal has often been found in some of the California *placer* diggings, which is now ascertained to be platinum. It is worth in California \$6 per oz., unless when largely mixed with iridium or osmium—as is often the case—when it brings but \$2 per oz. This white metal is used in tipping gold pens with what are termed “diamond” points, for which purpose 400 ounces of it are annually exported from San Francisco.—*Am. Jour. Mining.*

“SLAG,” A SUBSTITUTE FOR EMERY.—Among the most useful application of waste substances to the advancement of industrial art we think may prove an invention recently patented in England. It is the utilization of the immense hills of *slag* which surround old established iron works. It is said that this refuse material may be substituted for emery, and that it is even superior to emery for polishing steel, iron, copper, and other metals. The new substance is called “metalline,” and can be produced at seventy or eighty per cent. less than emery.—*Am. Jour. Mining.*

We understand that a number of Chicago capitalists, backed by several of the great Western railways, have purchased lands at Bergen Flats, and are to erect thereon before the 15th of July next, extensive abattoirs on the Parisian plan. They will unload live animals directly from the cars into the slaughter-houses, and prepare them on the spot for sale to dealers in meat in New York, Brooklyn, Jersey City, Hoboken, and Newark, N. J.

“Why does a razor cut better for being dipped in hot water?” The edges of all tools, instead of being perfectly smooth, are really toothed like a saw, and when the razor is dipped in hot water it causes the little teeth to expand, thus rendering the distances smaller, and consequently imparting to the razor a smoother edge.

The City Surveyor of Milwaukee, accompanied by members of the Bridge Committee, has gone to Chicago, to examine plans for a new bridge at Spring street.

RAILROAD ITEMS.

VERDICT AGAINST A RAILROAD COMPANY.—*Cor Baltimore Sun, dated Dover, Del., May 7, 1866.*—The suit of Truax vs the Philadelphia, Wilmington & Baltimore Railroad Company, before the Circuit Court of Kent county, which was tried last week, resulted in a verdict for the plaintiff of \$2,368 89. The claim was for \$25,000 damages from alleged neglect and failure on the part of the company in transportation of the peaches of the plaintiff during the summer of 1864. In the two suits which were brought last fall by other parties, damages were given the plaintiff, though, as in the present case, small in proportion to the amount claimed.

PITTSBURG AND CONNELLSVILLE RAILROAD.—In the U. S. Circuit Court at Pittsburg, on May 9th, Judge McCandless made the following order:

“That the issue granted by the order of December 16, 1865, be tried at Williamsport, on the 24th of June, 1866, when it will be for the complainant to show to the satisfaction of the jury that the Pittsburg & Connelville Railroad Company have not abused or misused their corporate privileges, within the true meaning of their charter and its supplements, and that this shall be taken as the issue to be submitted to the jury.

UNION PACIFIC RAILWAY, EASTERN DIVISION.—At the annual meeting of this company, held on the 12th of April, the following gentlemen were elected directors for the ensuing year: John D. Perry, Adolphus Meier, John P. Devereau, Geo. Partridge, St. Louis; Thos. L. Price, Jefferson City; William H. Clement, Cincinnati; H. J. Jewett, Zanesville, Ohio; Thomas A. Scott, Philadelphia; and John McManus, Reading, Pennsylvania.

At a subsequent meeting of the directors, they chose the following officers: President, John D. Perry; Vice President, Adolphus Meier; Superintendent and Chief Engineer, R. M. Shoemaker; Secretary and Treasurer, W. J. Palmer.

The Secretary of the Treasury has issued to the Union Pacific Railroad, Eastern Division, \$368,000 of six per cent. bonds, being the amount due on the last section of twenty-three miles, which was accepted by the United States Commissioner last month. The road is now completed for ninety-seven miles up the Kansas Valley, from the Missouri border to a point 380 miles west of St. Louis. The road will be open to Fort Riley, 426 miles from St. Louis, on the 15th of July.—*Amer. Jour.*

DORCHESTER AND DELAWARE RAILROAD.—At a meeting of the stockholders of the Dorchester & Delaware Railroad, held in Cambridge, Md., on May 9th, the following were elected officers of the road: President, Wm. Wilson Byrne, of Cambridge; Treasurer, Thomas W. Anderson, of Cambridge; Directors, Messrs. Daniel M. Henry, Edward W. Le Compte, James A. Stewart, of Cambridge; John Webster and R. F. Thompson, of East New Market; Jas. Gore, of Salem, and Geo. Winthrop, of Seaford, Delaware.

At a meeting in London of the bondholders of the State of Georgia, it was resolved that the offer of the State to fund the arrears of coupons and over due bonds into a new debt, carrying 7 per ct. interest, be accepted.

MAHOGANY RAILWAY SLEEPERS.—From Western Australia we learn that an engagement has been entered into to deliver on board a ship at Freemantle 600 loads of mahogany sleepers for the Indian railway, at £3 13s. 6d. per load. Millions of acres in the colony produce a timber which no other part of the world produces, and it is virtually indestructible by white ant and sea worm.—[Rather extravagant.]

The Legislature of Tennessee, now in session at Nashville, has just appropriated \$250,000 more towards the Knoxville and Kentucky Railroad. This aid, in addition to that already granted of \$10,000 per mile, will enable the Company to meet, at or near the State line, any road from the Ohio valley. Push forward the Cincinnati line.

A dispatch from Leavenworth, Kansas, dated May 16th, says that the branch of the Union Pacific Railroad, Eastern Division, is finished between Lawrence and Leavenworth, and trains are now running regularly over 130 miles of the road, making close connections with the East.

The Mississippi and Missouri Railroad is to be sold on the 9th of July next, at Davenport, Iowa. In the sale of the road will be comprised also all the lands granted by Congress for its construction. The Chicago and Rock Island Company expect to be the purchaser.

The Oil City *Register* says the Farmer's Railroad, from Oil City to Petroleum Centre, is now under contract, and the manager reports that the road, about seven miles in length, will be finished in July next.

The Philadelphia & Reading Railroad, for the week ending Thursday, May 17, brought down 92,367 tons of coal!

The Mississippi Central Railroad is completed, and trains are running through from Cairo to New Orleans.

The cars on the Albany and Susquehanna Railroad are running regularly to Unadilla

Railroad Earnings.

Comparative earnings of the Chicago & Great Eastern Railway Company for the third week in May:

1866.....	\$24,686
1865.....	18,668
Increase.....	\$6,018

The following are the comparative earnings of the Michigan Southern Railroad for the third week in May:

1866.....	\$97,296
1865.....	72,520
Increase.....	\$24,776

From March 1st:

1866.....	\$1,102,843
1865.....	1,007,436
Increase.....	\$95,407

Comparative earnings of the Michigan Central Railroad for the third week in May:

1866.....	\$73,656
1865.....	102,917
Decrease.....	\$29,261

The following are the comparative earnings of the Chicago and Rock Island Railroad Company for the third week in May:

1866.....	\$65,191
1865.....	50,493

Increase..... \$14,698

MONETARY AND COMMERCIAL.

Since our last week's review, the news from Europe indicates a subsidence of the great panic in England, and although more or less failures continue to be reported, the excitement has died away. As to the effects of the panic, it cannot be other than beneficial; some innocent parties will of course suffer, but greater circumspection in trading and speculation must necessarily result. The Continental news is unsatisfactory and warlike, and the probabilities are that in thirty days or perhaps in less than half that time, we shall hear the "clash of arms and din of battle." Were three men out of the way, the peace of Europe might remain undisturbed for years, and the blood of several hundred thousand, that will be sacrificed to their ambition, saved. Among the most mischievous spirits that have any influence in Europe, is Victor Emanuel; not above ordinary men in talent, yet ambitious to build up a name and dynasty, relying upon the aid of his wily and really talented friend, Napoleon, whose every effort and thought is for the aggrandizement of France and the permanent security of her throne to his progeny. Napoleon well knows that in order to secure this last, he must himself not only satisfy France, but also as far as possible weaken the power of his neighbors who are most likely to take exceptions to his royal status. The other troublesome personage is Bismark, the shrewd and unscrupulous minister of Prussia, without whom the imbecile king would be glad to be "let alone." What is to be the result of the conflict, and how it will commercially and financially affect us, are matters of grave import. In the first, we are not, perhaps, as a nation, directly interested; but in the second we are. We, however, may say beforehand, as our opinion, that if France keeps out of the active strife, that Prussia and Italy will come off second best. But should France take sides with Prussia and Italy, will not Russia join hands with Austria, and the contest again be equalized, and would they not prove more than an equal match for the triple combination. Austria would be fighting for her integrity, and Russia for aggrandizement and the extension of empire; the Danubian Provinces and Constantinople would be a reward to Russia sufficient to compensate for much blood and treasure. The next important question would be, can England remain quiet and see it done? If not, which side will she take. If with France, Prussia and Italy, under the pretext of preserving Turkey intact,

the result will be a drawn game; and every body minus many men and much money, and all gainers of an enlarged debt; which perhaps France and Russia can better stand than their neighbors.

What interest have we in it commercially and financially? It will throw the commerce of the world into American bottoms, and make us the workshop and arsenal as well as the grainery for the nations of Europe; all which it will not be expected we shall do out of pure benevolence. The stream of gold will be turned westward, and we shall enjoy a period of unequalled prosperity. Let us make and furnish them all we can, and drive as stiff and profitable a business as possible.

The demand for money during the week has been moderate, and with a reasonable supply of currency, has been freely met. Business generally has been moderately active, and parties are looking forward with hope. In the New York market, gold has been buoyant and rose on Saturday as high as 140½, but on Wednesday noon it was quoted at 138½. Exchange on Eastern cities is still in demand in excess of the supply. Balances are kept up by remittances. The usual quotations are:

	Buying.	Selling.
New York.....	50@75 prem.	1-10 prem.
Philadelphia.....	50@75 prem.	1-10 prem.
Boston.....	50@75 pr. m.	1 10 prem.
Gold.....	137½@138½	137½@138½
Silver.....	124@127	128@130

Of money and stock in New York the *Tribune* of Tuesday says:

"Money is working easier, and on call is quoted at 6@7 per cent. In commercial paper little doing. The bank statement only partially represents the disturbance caused by the sale of gold. The loans are \$2,279,000, the specie shows a gain of \$6,641,464, the circulation has advanced \$1,034,003, the legal tenders are off \$11,880,160, and the net deposits \$8,449,624.

"Government stocks are all strong and higher. For 5 20s of 1862 there was a special demand at 102@102½. The 7 30s are firm at 102½@102½, with few offering. Railway mortgages and State bonds are firm. Before the Board there was a rush to buy Cleveland & Pittsburg, which sold up to 97, but soon fell to 94½. New York Central was firm, and 96½ paid. Erie was barely steady, in the face of an active borrowing demand and heavy oversales. At the 1 o'clock call Erie broke to 64 and was freely offered. The street is full of damaging reports as to this stock, which the President should lose no time in rebutting if he has the facts to do it with. The rest of the market was a shade lower in sympathy with Erie. At the Second Board the market was firm, with the exception of Erie, which sold down to 62½. In the street Erie broke to 61½, closing 61½@61½, with large transactions. The balance of the list was firm and closed steady at quotations. Cleveland & Pittsburg sold at 100; New York Central, 96½. The closing prices were: New York Central, 96½@96½; Erie, 61½@62; Hudson River 113@113½; Reading, 110½@110½; Michigan Southern, 79½@79½; Illinois Central Scrip, 118@120; Cleveland & Pittsburg, 100@100½; Rock Island, 91@94½; Northwestern, 28½@28½; do. Preferred, 58½@58½; Fort Wayne, 97½@97½."

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " 6½ " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7½ " " 6½ " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7½ " " 8 " " 35 " "	

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.
Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.
Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.

myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequaled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. B. Bruce, Freight and Ticket Agent, Gazette Building, 12 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

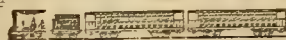
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:05 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:14 "	4:29 "	
GALLION.....	4:55 "	5:25 "	
MANFIELD.....	5:45 "	6:30 "	
AKRON.....	6:32 "	9:00 "	
RAVENNA.....	9:25 "	10:15 "	
LEAVITTSBURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:15 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:10 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BAITMORE.....	5:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

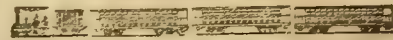
No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!
FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—
NEW-JERSEY.

Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.
GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun days, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Berrien Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Eaton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston Binghamton, etc.

9:30 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburgh, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:20 and 11:00 p. m. for Elizabethtown.

12:30 p. m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:40 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY.—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Berrien Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 326 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.
For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m. 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.); 3:00 (Ex.); 12:55 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m. and 3:40 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

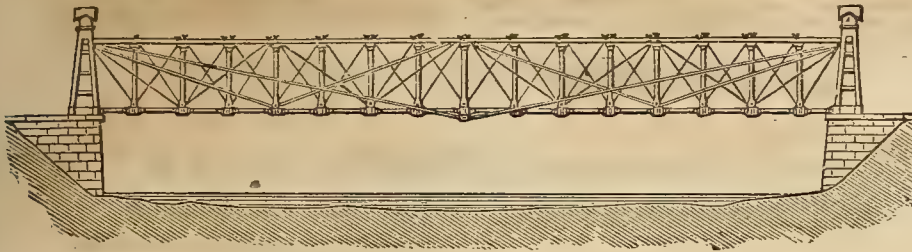
Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections. 640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring). Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES,

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hund Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
8. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

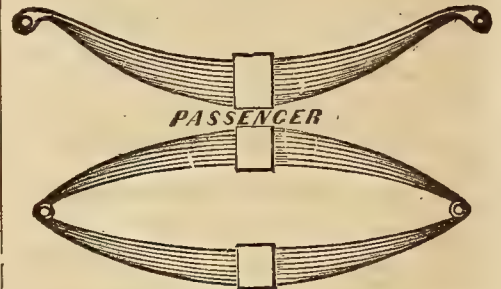
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS. FREIGHT



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of
ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia: Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight. All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, & Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI.

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,
STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities
on commission only: negotiates Loans and takes calls

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omni-buses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

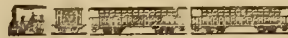
Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:30 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel Building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLETT, General Ticket Agent.
W. D. GRISWOLD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

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Omni-buses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

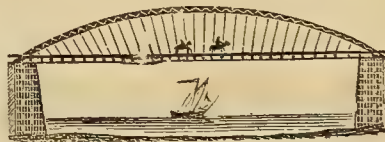
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CORRUGATED IRON ROOFS

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THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

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STEPHEN MORRIS, THOS. T. TASKER, JR., CHAS. WHEELER, S. F. M. TASKER, BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



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4.30 (Express Monday excepted), 8.05 A. M.; 12 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.4 P. M. Express

On Sundays, 10.24 P. M.

Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JUNE 7, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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" " six months..... 12 00
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" " per annum..... 80 00
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If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrears are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express.....	6:00 A. M.	6:30 P. M.
Mail.....	9:00 A. M.	6:20 A. M.
Milford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail...	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail.....	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:15 A. M.	
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Cincinnati, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Cincinnati, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:00 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:20 A. M.

Ohio Railroads—their Profits and Business.

In our last article, we considered the number, mileage, cost, capital and earnings of Ohio Railroads. The summary of those results gives:

Actual capital of 3,340 miles (in Ohio)..... \$77,694,737
Actual debt " " "..... 58,941,686

Actual cost " " "..... \$136,626,423

Properly, we should estimate the profits on this capital; but we cannot, since the Reports from the roads on the whole lines of which large portions are out of the State. We have, therefore, to take the whole length of the roads, of which the total capital is \$214,000,000. The profit on this capital was as follows:

Aggregate earnings..... \$42,167,435
Aggregate expenses..... 25,518,513

Net earnings..... \$16,648,932

Which makes nearly *eight per cent net profit*. But, it must be recollected that while the roads have made this, they have not been able to make dividends to their stockholders of an equal amount. Far from it. The whole amount of dividends made only equals about (\$6,000,000) six millions; that is about 3 per cent. on their entire capital. There are three modes in which the remaining ten millions have been expended: 1. In payment of pressing debts, which two-thirds the roads have, in consequence of not having sufficient capital originally: 2. In new constructions, absolutely necessary to complete and improve the roads: 3. In Sinking funds, to pay off debts approaching maturity. It is easy to see how large sums may be paid off in this way; and yet the dealers in stocks should recollect that these investments make the stock of the roads really more valuable. Of "Dividends" the Commissioner of Statistics makes the following statement:

The amount of *cash dividends* paid on all the roads in the aggregate is but *five millions of dollars* (\$5,000,000), and the *stock dividends* made on the stock of three or four roads will make, in round numbers, a *million of dollars* more; so that the dividends actually divided by all the companies is, in the aggregate, \$6,000,000. This, however, is exclusive of the interest paid on the bonded debt, and is paid on *stock*. The stock of all the companies, including the whole 5,230 miles, amounts to *one hundred and twenty-two millions of dollars*, (\$122,000,000). The actual aggregate dividend paid is 5 per cent. on the *aggregate stock*. But it must be remembered that a very large part of the profits of the roads have been paid to increase their machinery, to make permanent improvements, and, in fine, for various objects, which do not come within the proper range of current expenses. It must also be recollected that at least three roads are in an unfinished state, and three or four small ones never have been able to make any profits. In fine, the dividends actually made do not represent what the companies can make out of their current expenses, but what the directors think it expedient to make. Nearly half the railroad companies of Ohio have had a very profitable business. Ten companies made 8 per cent. and over, viz.:

Cleveland, Painesville & Ashtabula.....	22 per cent.
Cleveland Columbus & Cincinnati.....	19 "
Little Miami, Columbus & Xenia.....	15 "
Pittsburg, Ft. Wayne & Chicago.....	14 "
Cleveland & Pittsburg.....	12½ "
Cleveland & Toledo.....	12 "
Cincinnati, Xenia & Dayton.....	11 "
Michigan Southern & Northern Indiana.....	10 "
Columbus & Indianapolis.....	8½ "
Toledo & Wabash.....	9 "

These roads comprise over 1,300 miles of railroad in Ohio, and cost nearly sixty millions of dollars, and on this immense capital there is made an annual profit of twelve per cent! A portion of the remaining roads who make fair profits, and would pay good dividends but for the fact that their permanent work is not yet completed.

The Commissioner took these facts from the actual Reports of the Companies, though the stockholders will in some cases stare to find themselves so rich; but, for the reasons we have given above, a railroad may really make large profits, and yet not be able to make dividends. It will take years to wholly disembarass some of our Railroad Companies; and yet we believe there is scarcely one which will not in the end be reasonably profitable. When a road has to be half built out of its own income, it is not wonderful that it pays no dividends.

To understand this matter better, we add the following table of profits and dividends on the above named roads:

	Made per cent.	Divided per cent.
Cleveland, Painesville & Ashtabula.....	32 per cent.	15 per cent.
Cleveland Columbus & Cincinnati.....	19 "	15 "
Little Miami, Columbus & Xenia.....	15 "	10 "
Pittsburg, Ft. Wayne & Chicago.....	14 "	6 "
Cleveland & Pittsburg.....	12½ "	8 "
Cleveland & Toledo.....	12 "	10 "
Michigan Southern & North. Indiana.....	10 "	10 "
Cincinnati, Hamilton & Dayton.....	11 "	9 "

Here are very handsome dividends, but much larger profits. Three or four of these roads could have divided their whole profits in dividends, if they chose. Indeed, so heavy have been the profits on two or three lines, that they could, if desirable, have paid off the whole cost of the roads and interest on it in five or six years. The *net profits* of the above eight roads reach nearly *nine millions of dollars*. Although it is true, that one-third the roads have at first small profits and many embarrassments; yet, that Railroad in the Valley of the Mississippi is really a *profitable business*.

In order to understand something of what profits a railroad may pay, we take the Report of the Cleveland, Painesville & Ashtabula Road for 1864 (complete). The following are some of the results:

Whole income.....	\$2,429,698 25
Whole payments (including interest).....	1,314,660 80
Applicable to dividends.....	\$1,115,037 45
Capital stock.....	\$4,000,000
Profit made.....	27 per cent.
Dividend actually divided, 15 per cent.....	\$599,750
Surplus on hand.....	\$515,287
Add surplus for 1863.....	529,616

Total surplus..... \$1,044,903

Having divided 15 per cent. cash, it has 25 per cent. on hand; then on the 1st of January, 1865, this road had for the year 1864, 40 per cent. in cash. Three years more would

pay off the entire capital stock of the Company. To employ its extra means, it made a branch coal road; and began laying a double track.

The Toledo & Cleveland Road shows these results, viz.:

Net earnings.....	\$834,780
Dividends.....	10 per cent
Surplus.....	\$162,269

This is a very favorable result; but, there are a half dozen roads, as good as this, and some better. We present these examples, to show what we have long believed, that railroad property is undervalued in the public mind.

It will be interesting to show some features of railroad business, and how these vast receipts are accumulated.

NUMBER OF PASSENGERS.

The number of passengers carried over the railroads of Ohio, annually, (making a *pro rata* allowance for some railroads which have not made returns) is as follows:

Through passengers (over the whole line).....	1,813,000
Local passengers (over part of the line).....	6,480,000
Whole number of passengers.....	9,400,000

The number is greater than the aggregate of the two former, because some of the roads reported only the whole number. This table shows that on most roads the number of *local passengers* is threefold that of the through, or those who go over the whole line. Thus on the Toledo & Cleveland Road:

Local passengers.....	392,740
Through passengers.....	193,437

On this road the earnings of *local passengers and traffic* for the year 1865, exceeded the whole amount received five years before. Except here and there, a great arterial line passing through great cities, railroads must receive most of their traffic from local business, and should cultivate it accordingly,

TONS OF FREIGHT CARRIED.

Sixteen roads have carried 5,959,911 tons of freight, and a proportion for the others gives an aggregate of *eight millions one hundred and fifty thousand* (8,150,000) tons of freight carried over the railroads of Ohio, which gives an average of *two thousand five hundred tons per mile*, or if considered as passing over the whole 5,230 miles, of 1,600 tons per mile.

This shows an enormous business. If we were to deduct from this all the produce carried off, and which is generally supposed to be the largest part, we shall be surprised to find how much of this immense amount of traffic is composed of small articles carried to way places.

The Commissioner of Statistics gives a view of the machinery by which all this vast amount of business is conducted, and with which we close this article.

OF LOCOMOTIVES.

Fifteen roads have 3,179 miles, return 643 locomotives, which gives *five miles* to each locomotive. In the same proportion, there

are *one thousand and forty six* (1,046) locomotives on the railroads of Ohio, and I presume this is very nearly accurate. The consumption of wood by locomotives has been so great that some of the roads find it difficult to get wood at a moderate price. The consumption of wood by the roads of Ohio exceeds *twelve thousand acres of woodland per annum*; but recently the roads have adopted with a few locomotive, the burning of coal; and there can be no doubt that in a few years all railroads in the Central States will be compelled to burn coal.

OF CARS.

Fourteen roads report 383 passenger cars and 9,357 freight, baggage and coal cars. The same proportion for the whole gives this result, viz.:

Passenger cars.....	600
Freight cars.....	14,500

This is in the proportion of 1 passenger car and 25 freight cars to each 5 miles of road. Taken as a whole, this is too small an allowance for the number of miles of railroad in Ohio. Indeed, most of the roads complain of want of sufficient machinery and cars for the business of their roads.

In conclusion, I will remark that the dates of the reports are not always the same. The majority, however, are brought to the close of 1865. Some only come to the close of 1864, or July, 1865. On the whole, the above *elements* of the roads will be found nearly correct down to 1865. If the Legislature would make the companies specifically responsible to me for a full statistical account of their condition, I could give a complete view of every thing relating to them.

The locomotives and cars on Ohio Railroads have cost at least *six millions of dollars*, and we can readily understand have furnished employment to thousands of men.

We might pursue these inquiries and find a new interest at every step; but, we must leave it here. The Report of the Commissioner of Statistics on this subject, though very condensed, will be found to have a great deal of information in regard to Ohio Railroads.

Baltimore and Ohio Railroad.

On invitation from John W. Garrett, Esq., President of the Baltimore & Ohio Railroad, some fifty gentlemen, representing the mercantile and moneyed interests of the city of Baltimore, left Camden Station yesterday, about 11 A. M., on a short trip on the road, to witness the finished and prospective improvements on its line near the city. The party was accompanied by President Garrett, W. Prescott Smith, Master of Transportation, J. C. Davis, Master of Machinery, J. L. Wilson, Master of Road, and other officials, who labored to make the trip attractive to the invited guests. A special train conveyed the guests to the station at the Four Mile House, where all had an opportunity of inspecting the excellence of the steel rail recently introduced on this part of the road, on trial. This rail has proved so economical and excellent that contracts have been made to lay the double track from the city to the Relay House with steel rails, which, it is thought, will be finished during the summer. It is in contemplation to lay another bed of the road from the vicinity of the Four Mile House to the

city, which will shorten the route one mile and a half in the three miles run to the city. The right of way over Mr. Ross Winans' land has already been obtained, and it is expected that the work will be commenced at an early day.

The party was then conveyed back to Mount Clare Station, on the western extremity of the city, where an inspection of the workshops was made to the entire satisfaction of those witnessing the labors. Heretofore the shops at Mount Clare have been viewed with a circumscribed eye, but with the immensely expanded business of the company, a necessity has arisen for an enlargement, or a total reorganization of the mechanical branch of the road. This has been recognized, and already buildings with all the necessary adjuncts are in process of completion for the necessities of the road. The extensive and valuable grounds at Mount Clare, amounting to 18 acres, enabled the company to do this in the fullest degree, and there are now building thereon blacksmith, moulding, pattern, machine, and finishing shops, which will enable the company, with the utmost possible expansion of travel and traffic, to meet the public demand.

The dimensions of the shops at present in use and contemplated, or in course of construction, are as follows: Foundry, already completed, of brick, 200 by 60 feet; iron house, 4½ by 63 feet; two machine shops, one 170 by 65 feet, the other 60 by 199 feet; weigh house, 18 by 32 feet; wheel and setting up shop, 176 by 95 feet; blacksmith shop, 568 by 75 feet, with improved forge, stationary engine, slate roof, etc. This latter building is immediately over Chatsworth run, on a stone arch 12 feet in diameter. Several of the older buildings will be removed as the more extensive are completed. The locomotive power of the road now comprises 300 superior engines.

After a couple of hours spent in inspecting the works at Mount Clare, the company, upon invitation of Mr. W. Prescott Smith, adjourned to the room on the upper floor of the pattern shop, on Pratt and Oregon streets, where a handsome entertainment was spread, to which full justice was done by the guests. The President, Mr. John W. Garrett, occupied the head of the table, and complimentary toasts were given to the various heads of departments, interspersed with happy speeches by several of the guests. About 4 P. M. the party returned to the city, much pleased with the visit, and more than ever satisfied that the Baltimore & Ohio Railroad is an institution of immense importance to the citizens of Baltimore.—*Baltimore Sun, May 17.*

New York & New Haven Railroad.

The annual meeting of the stockholders of the New York & New Haven Railroad was held on the 17th May, at New Haven. From the report presented by the Directors the following facts relative to the business and condition of the company for the year ending March 31, 1866, are derived. The result of the year's operations has been as follows:

Receipts for transportation.....	\$1,989,212 72
Expenses of transportation.....	1,349,723 47
Renewals of equipments.....	37,855 22
Loss in operating Canal road.....	44,799 97
Coupons for the year.....	129,120 00

Total..... \$1,561,488 56

Leaving applicable to dividends..... \$420,714 06

The resources for the past year, and the disposal of the same, has been as follows:

Cash on hand, April 1, 1865.....	\$ 166,445 42
Materials.....	362,321 98
Proceeds of allotted stock.....	1,001,025 00
Earnings on transportation.....	632,169 25

Total.....	\$2,162,281 65
Paid—Coupons for the year.....	\$129 120 00
Loss by operating Canal road.....	44,799 17
Dividend (July, 1865,) of 4 per cent.....	144,652 00
Materials for ensuing year.....	388,998 41
Reduction of accounts payable.....	82,411 55
Fractional shares on allotment.....	7,190 00
Equipment (locomotive cars, etc.).....	37,855 22
Schuyler fraud, paid judgments.....	970,002 70
Cash on hand April 1, 1866.....	407,051 80
Total.....	\$2,162,281 65

A dividend was paid in July last, free of Government tax, of four per cent. on the stock then outstanding (\$3,621,300), amounting to \$144,852; and another is to be paid on the 18th of May, free of Government tax of five per cent., on the present full capital of \$5,000,000, being \$250,000. During the past year 7,916 passenger trains have passed over the road, carrying 1,849,915 passengers; about 70,000 new cross ties, 15,000 new wrought iron chairs, and 2,500 tons of new rails have been put down. The condition of the road and the affairs of the company are considered very satisfactory.

What to do and how to do it.

The public mind has been much agitated on the subject of increased facilities and cheaper transportation between the east and the great west. A Commercial Convention assembled at Chicago in 1864, and another Convention at Detroit in 1865, to take the matter into account. Both Conventions adjourned without the adoption of any efficient plan, at least none that the public has deemed sufficiently feasible to be acted on.

The following plan has been suggested by a gentleman as one that will overcome all difficulties:

First A double track road-bed, to be owned by a joint stock company, but to be open to free competition in transportation, any one being allowed to put trains on the road and run them, paying tolls to the company the same as a turnpike road or the canals of this State for the privilege of transporting over it.

Second. A uniform rate of speed, just such rate of speed as will give the road its greatest freight capacity, probably from eight to ten miles an hour.

This plan, though it has nothing new in principle, combines the arrangements in a more perfect form to give it efficiency than anything we have heretofore contemplated. We observe that the *Evening Post*, *Commercial Advertiser*, *Brooklyn Union*, *N. Y. Tribune* and *Scientific American*, are out in approval of the plan. So many and strong advocates will be certain to popularize the project unless there is discovered some defect which we are unable at present to foresee.

It is assumed that a transportation thoroughfare on this plan will have a freight capacity equivalent to 20 single track or 10 double track roads of unequal rates of speed; will do away nearly all the difficulties in management and liability to accident, while free competition in transporting over the road will take away the injurious power of monopoly, and consequently imposition on the public.

We confess that our expectations of the success of this plan are sanguine, and if we mistake not the era of Railway efficiency will soon commence—*Am. R. R. Jour.*

It is the experience of the whole world that without order no enterprise can be successful,

especially one that is complicated by a large number of operators, and subject to innumerable variations and accidents. We cannot see that a long line of railway would be an exception to the rule. The more perfect the order, and the more concentrated the ruling power, the more profitable will be the return for the capital invested. Turnpike roads, it is true, are just adapted to the wants of neighborhoods, and frequently are paying investments; but the necessary machinery and running arrangement of a railroad is a very different thing to a turnpike. Every farmer cannot afford to own a special locomotive and train of cars to go to market with: hence, he must be subjected to the exactions of his next neighbors or the neighborhood merchant, and pay his price for transportation, instead of the uniform rates of Company that has to carry freight at competing rates with other trunk lines of road. We do not think that railroad property as a general thing has been so enormously profitable to the original stockholders, that new enterprises in it presents such tempting promises for indiscriminate scrambling as to induce the necessary capital voluntarily to leave Wall street to test the experiment proposed by the *Journal*. We, however, do not wish to be understood as objecting to the exercise of their constitutional rights.

Flying Machine.

Dr. Solomon Andrews, of Perth, Amboy, N. J., according to the *New York World*, has invented a successful machine for navigating the air, in any direction, the course of the vessel being changed as easily as a clipper ship at sea. Of the construction the *World* says:

The vessel is two-sectioned, the parts being called an "ærostat," or gas-containing compartment, and a suspended basket, containing a ballast car. The ærostat is shaped lemon-wise, as if two ordinary balloons were cut in segments from the equator to the zenith, as one divides an orange. The segments are joined. They form an elongated ærostat, thirty-six feet in diameter at the equator of the original balloons, fifty feet at their point of juncture, with a total length of eighty five feet. The position of the ærostat in the air is horizontal, and is enveloped entirely by a net, from the longitudinal equators of which depend side curtains of net-work, to which are attached the four ropes to sustain the passenger and ballast car. The general outfit in other parts is not much unlike that provided for balloons. The rudder is a triangular sheet of muslin, of an original construction. It is attached like a sloop's jib to a rope or stay, and extends from the rear of the ærostat to the rear of the basket. From the bottom of the rudder depends a boom eight feet long to keep it extended, and to counteract the tendency of the wind to double it up against the ærostat. The rudder is worked by tiller ropes that run through various pulleys from the rear of the ærostat and from both sides of the rudder, into the car, where they are manageable at will, and where the aeronaut

can steer his vessel as if it were a ship's gig, without changing his position in the basket. The present capacity of the basket is 76,000 feet of gas.

THE MOTIVE PRINCIPLE OF THE "ÆREON"

Is to convert the vertical motion of the balloon into a horizontal motion, by means of its construction or form, on ascending and descending planes of the atmosphere. The resistance of its under surface to perpendicular motion is much greater than the resistance on ends to the horizontal motion, and as all things move in the line of least resistance, the horizontal motion secured by Dr. Andrews is simply in accordance with a well known truth of gravitation, of which he has happily taken cognizance and advantage, and which, obtaining in every direction, he can, by the simple steering of the rudder, make subserve his purpose in any wished for course. The inclination of the Æreon in flight is fifteen degrees. As the air moves in straight lines, and as the under surface of the machine presents so strong a repulsion to the tendency of vertical motion thus presented, that the slight resistance, in fact, the strong liability to horizontal motion afforded by the upper portions of the ærostat, forces it forward in that direction. the machine, by the natural operation of reacting gravitation, moves easily and obediently onward in any prescribed line indicated by the steerer of the rudder.

The motive principle is thus, gravitation indirect. The motive power, thus far, has been carburetted hydrogen gas, although no reason exists against the cheaper use of rarified air in the interior of the ærostat, or any other discovered or undiscoverable motor of a caloric nature. The ærostat rises by reverse gravitation exactly as a shingle darts obliquely out of water, and descends by the same rule, on the same principle that a sled glides down a declivity. The maximum of accommodation and speed is indefinite. The rule is absolute. As much weight, or as many persons can be carried as the strength of materials made or their size will warrant, and as rapid velocity can be obtained as the large or small degree of motive power used will allow. The greatest speed attained was at Amboy last summer, where thirty-one miles were traversed in fourteen and a half minutes, at an hourly rate of one hundred and twenty-four miles, or faster than any recorded storm ever traveled. The unascertained strength of the fabrics forbade either a continuance or an increase of this extreme rate until their endurance had been tested in a place less perilous than in mid-air. When the wind coincides with the course chosen, it can be taken advantage of with fine effect; when it is contrary, it can be surmounted, *volens volens*.

THE RESULTS OF THE TRIAL TRIP

On Friday, in the new Æreon, fully demonstrated and justified the foregoing principles.

Starting at 4 P. M. from the yard on the corner of Houston and Greene streets, and alighting half an hour afterwards at Astoria, the general course and results have been already recorded in our columns. It remains to give a more particular detail of the experience and observation of the enterprising aeronauts. Lifting herself out of the inclosure, the wind caught the bow of the peerless ship, as if to caress her with its first blessing, before the main part had fairly risen from the premises, and, in order to speedy height, was allowed to carry her to an elevation of two thousand feet at once. At that point the current showed a fresh, strong course towards the northwest. Then the machine was directly

over the junction of Fourteenth street and Fifth avenue. Here Dr. Andrews directed the rudder southeasterly, and in order to take a course diagonal to the wind, before going directly against it, so as to estimate the comparative opposition felt. Instantly the machine righted herself as ordered, and shot along at a rate that threw the astonished miles rapidly behind her, while the sole sensation of motion produced was the blowing of the wind athwart the faces of the company. That course conclusively tested, the Æreon was headed due southeasterly, or—

DIRECTLY AGAINST THE WIND.

The moment was critical. The verdict of years of toil, thought, suspense, of a life-felt, life-wrought purpose was committed to the result. Changing her course, the gallant vessel, freighted with so many hopes, veered around as directed, and, for full five minutes, whose luxurious duration seemed hours, she bore on her unswaying, undeviating way, with tremendous velocity, annihilating space, and spurning the wind across whose path she rode, and whose advancing hosts she met and conquered. Navigation of air was a fixed fact. Science had made another grand progression. The problem of the centuries had been solved. Calmly in the car, none other than himself directing the beautiful queen, sat the man whose boyhood resolve had at last been triumphantly realized, and whose gratitude and righteous pride it were difficult to estimate.

The purpose of the trip attained, a change of course, as at first, in a diagonal, though in a different direction, was applied, and equally docile, the Æreon tacked instantly northeasterly, with undiminished speed and grace. After trying with the same success various directions, all counter to the wind, the aeronauts finally descended in Ravenwood's wood, near Astoria, and came, as before told, to the city. In order to still further increase the efficiency of the vessel, a further weighting of the rudder was determined on, in order to counteract wholly the tendency of the currents to lay it up, which was slightly but not hinderingly the case on Friday. It is also in design to lengthen the car some twelve feet from either side of the middle, in order to throw the centre of gravity further rearward, to make the angle of flight more acute, and the results faster.

This account appears to be all satisfactory; but we should like to know why the Doctor and his friends did not return to the place from whence he started, on the corner of Houston and Greene streets, instead of being dumped out at Ravenswood Wood? It should have required but a very few minutes to have brought them back by an "air line," instead of trudging it through *the woods*, and being dependent on the more vulgar methods of locomotion, to say nothing of the expense of transporting the flying machine to its home.

CENTRAL NEW JERSEY RAILROAD DIRECTORS.—The following gentlemen were elected Directors of the Central Railroad of New Jersey at a meeting of the stockholders held at their office in Elizabethport, on Saturday, May 19, viz.: Messrs. J. T. Johnston, J. C. Green, Adam Norrie, Moses Taylor, W. E. Dodge, H. D. Maxwell, Asa Packer, Benjamin Williamson and F. T. Frelinghuysen. At a meeting on Monday, J. T. Johnston was re-elected President, Samuel Knox, Treasurer, and Josiah O. Stearns, Superintendent.

Assessments on Lake Superior Copper Shares Imposed and paid in 1865.

Subjoined is a statement of the amount of assessments levied on the capital shares of Lake Superior copper companies in 1865, so far as ascertained:

Name of Co.	Amt. of ass. paid.
Ætina.....	\$40,000
Amygdaloid.....	100,000
Albany and Boston.....	200,000
Arcadian.....	60,000
Azetet.....	20,000
Adventure.....	20,000
Bohemian.....	60,000
Bay State.....	200,000
Boston.....	10,000
Concord.....	60,000
Dudley.....	5,000
Dorchester.....	10,000
Douglass.....	80,000
Empire.....	20,000
Edwards.....	20,000
Forrest City.....	20,000
Girard.....	10,000
Flint Steel.....	60,000
Hancock.....	260,000
Humboldt.....	20,000
Isle Royal.....	160,000
Mandan.....	10,000
Manhattan.....	20,000
Madison.....	40,000
Mesnard.....	10,000
Minesota.....	200,000
Mass.....	20,000
Merrimac.....	20,000
North Western.....	40,000
Petherick.....	10,000
Phoenix.....	100,000
Pontiac.....	20,000
Pennsylvania.....	140,000
Philadelphia and Boston.....	10,000
Rockland.....	60,000
Resolute.....	30,000
Ridge.....	140,000
Superior.....	100,000
St. Clair.....	20,000
Star.....	40,000
South Side.....	10,000
Toltec.....	20,000
Winthrop.....	20,000
	\$2,515,000

Add proceeds of say 7,500 tons of ingot copper smelted and sold, at average of 35 cents per pound \$5,250,000
Total receipts from assessments and copper sold in 1865..... \$7,765,000

The profits on the business of the year 1865 of the companies named was as follows, to-wit:

Quincy Mining Company.....	\$68,505 93
Pewabic Mining Company.....	43,336 85
Central Mining Company.....	47,966 72

Total profits, 3 companies, 1865, \$159,809 50
Add for profits of Cliff, Franklin and Copper Falls Mining Companies an equal amount of profit—a liberal estimate..... 159,809 50
Total profits of the six dividend paying companies..... \$319,619 00

If all the assessments paid in 1865 could be ascertained, the grand total no doubt would be at least.....\$2,700,000
Against profits for 1865, not exceeding..... 319,619

Assessments over profits.....\$2,380,381

The gross shipments of copper from Lake Superior from 1845 to January 1, 1866, was

0,000 tons. At 30 cents per pound or \$600 per ton this gross product realized, say.....\$46,000 000
Add for assessments paid in..... 18,000 000
Add for cost of mining locations 12,000,000

Total money plant in whole region \$76,000,000
Gross amount of dividends paid as per Snow's statement..... \$5,710,000

At compound interest the money invested in the Lake Superior copper region represents a total which we will not set down in figures, but which we prefer to have worked out on slates of those who continue to pay assessments on their Lake Superior copper shares, on the representations of those who are interested in retaining them as their dupes and victims.—*R. E. & Mining Register.*

Railroad Law.

New York Central Railroad Company.—Construction of Statute requiring its Ticket Offices to be opened.

The case of *Nellis vs. The New York Central Railroad Company*, lately decided in the Court of Appeals, is interesting as explaining the statute which requires the New York Central Railroad Company to keep its ticket offices open at least an hour prior to the departure of each passenger train. The opinion of the court was delivered by

MULLIN, J.—A railroad company is under no obligation to establish offices for the sale of tickets. If ticket offices are not established, passengers must pay their fares to the conductors on the cars. Such a system would throw great responsibility and labor on conductors, cause loss to the company, and be the source of annoyance to the passengers. All these consequences are avoided in a great degree by the establishment of ticket offices, but the benefit is derived mainly by the company.

When, therefore, the Legislature authorized the defendant to demand five cents in addition to the usual fare, of every passenger not purchasing a ticket at a ticket office before getting into the cars, the object was to compel, as far as such provision could compel, travelers to purchase tickets, and thereby benefit the company.

If the law had stopped by giving the power to impose five cents on each passenger not procuring a ticket it is quite clear that the effect of it would be to make it for the interest of the company to embarrass and as far as possible to prevent the purchase of tickets at its offices.

To prevent such an abuse of a power given for the accommodation of the company, it was provided that the five cents should be exacted only of those who failed to purchase tickets at places where a ticket office is established and open.

This provision might be evaded. In order, therefore to secure the public against liability to imposition, it was farther provided that the defendant should keep its offices open one hour for the sale of tickets, prior to the departure of each passenger train from such station, between certain hours specified in the act.

Had the departure of the train on which the plaintiff traveled from Utica to Albany, at the time of the demand for the fare for which this action is brought, occurred during the hours the defendant's ticket offices are required to be kept open, and the one at Utica was not open, it would not be seriously

claimed that a demand for the extra fare would have been justified, or that the penalty would have been incurred. But the plaintiff left at one o'clock in the morning, at which time the defendant was not required to open any of its ticket offices; and it is insisted that because the plaintiff did not do what it was impossible for him to do—to wit: buy a ticket before leaving Utica, became liable to pay the extra fare. It seems to me, the proposition has but to be stated to be rejected as utterly unsound. To compel a passenger to pay a penalty because the company had deprived him of the power to travel for the regular fare, would be so oppressive and unjust that it would require a positive provision of a legislative act to induce any tribunal to sanction it. The statute is open to no such construction. The extra fare can only be demanded when the passenger fails to purchase his ticket at an established ticket office that is open. If it is not open no ticket can be procured, and no right exists to demand the extra fare.

It is urged that the word "open," in the 2d section of chapter 228, means open at the hours ticket offices are required to be kept open by the first section was intended to protect the public against any evasion of the duty to afford a reasonable opportunity to purchase tickets, and to relieve the company from keeping its offices open at all its stations during the whole night. The legislature in effect say to the company, you shall keep your offices open one hour before the departure of each passenger from each station, from five in the morning till nine in the evening, except in the larger towns they shall be kept open till 11 p. m. If you do this and if passengers shall neglect to purchase tickets you may charge each one five cents additional fare. But if your offices are not open you can get only the regular fare.

The Utica office was not open, as admitted by the demurrer, and hence there was no pretence for demanding extra fare.

The five cents which the defendant may charge is in addition to the usual rate of fare. By these words I understand the legislature to mean that the five cents is taken by the company as fare, and not as a penalty for omitting to buy a ticket. The legislature never permits parties to enforce the collection of penalties given by law to themselves. It was proper to permit the defendant to demand a higher rate of fare from one not complying with a regulation of the company than from those who conformed to it.

The complaint alleges and the demurrer admits that the distance from Utica to Albany is ninety-five miles, and that the fare is \$1.90. I am unable to understand how in view of these admissions the defendant's counsel can claim that the defendant is entitled to charge three cents per mile, or any other sum greater than two cents per mile. For the purpose of this case, we must act on the allegations and admissions in the pleadings, whatever the law may be on the subject. The pleadings make the law, by which the rights of the parties must be determined.

When therefore, the defendant assumed to demand five cents in addition to legal fare, it "asked and received a greater rate of fare than that allowed by law," and is thus brought within the provisions of the first section of chapter 185 of the laws of 1857, and is liable to the consequences of such violations of the provisions of the statute.

The defendant's counsel insists that the complaint should have set out the various enactments, consolidating the several com-

panies which make up the New York Central so as to show that the defendant is restricted to two cents per mile for carrying passengers over its road. I can perceive no more reason for setting out these statutes than there is for setting out the proceedings by which the several companies consolidated into the Central were incorporated and organized, and that it is entitled to demand and receive of passengers traveling over its road, a certain rate of fare; and that it has demanded and received a higher rate. The acts of the legislature, and the proceedings of the separate companies, and of the defendant after consolidation, would be the evidence to establish the facts upon which the limitation of the fare which the defendant may charge, depends.

The court by taking judicial notice of these acts and proceedings could not relieve the defendant from the effect of its admission, deliberately made, that the fare was but two cents per mile, though by the act it might be six cents.

The order and judgment appealed from must be affirmed with costs.

Judgment affirmed.

Locomotive Boilers.

At a meeting of the Mechanical Engineers held at Birmingham on the 3d inst., a paper was read by Mr. William Kirtley, of Derby, "On the Corrosion of Locomotive Boilers, and the Means of Prevention." Mr. Kirtley alluded to the corrosion which occurs in boilers made with lapped joints, and attributed the grooving action which takes place, to the fact that neither the plates themselves nor their attachments to the fire-box and smoke-box are in the direct line of the strain that is put upon them by the pressure of the steam. The furrowing action is most marked at the interior of the smoke-box end of the barrel, where it occurs most frequently opposite the edge of the outside angle iron ring, when such a ring is used, and along the edge of the inside laps at the longitudinal and transverse joints. We have also known it to occur to a great extent around the lower part of the circumference of circular tube plates which were flanged forward and placed within the barrel. We noticed this fact in an article on the joints of locomotive boilers in the last number but one of this journal. In the cases to which we have referred, the furrowing took place most deeply at the bottom of the tube plates; and from that point it gradually diminished up to the water line, where it almost entirely ceased. As stated by Mr. Kirtley, and in the article to which we have already referred, the result of the strain produced by the pressure of the steam within a lap-jointed boiler is, that a slight springing or bending of the plates takes place at the edges of the joints each time that the pressure is applied, the continual variations in the pressure causing this bending action to be continually going on when the boiler is at work. By this action the cooling of scale, which is deposited upon the plates by the water, and which, to a certain extent, would protect the plates from corrosion, is detached at the points we have mentioned, and a fresh surface is thus continually exposed to the action of the water.

To avoid the defects above mentioned, the boilers of the locomotives on the Midland Railway are now made with welded longitudinal joints, and the three rings of which each barrel is composed have their abutting edge turned in a lathe, and are united by double riveted butt-joints, the covering strips

being shrunk on, and all the rivet holes drilled after the plates and hoops are put together. The plates forming the rings are rolled with thickened edges, a long gradual taper uniting the thick edges with the main body of the plates. At the smoke-box and fire-box end of the barrel the rings are flanged outwards, so that no angle-iron rings are required to join the barrel to the fire-box casing and smoke-box tube plate. Special machines are employed to bend and flange the thickened edged plates. The flanging is effected by laying the plate upon a flat bed, with the portion that is to be flanged over projecting; this part of the plate is then bent down by the descent of a roller. The rolls used for bending these plates have a deep groove formed in them at one end to receive the flange, the width of the groove being adjustable by a large screw and nut. Each ring is formed of two plates, and after these have been welded up, the ring is blocked to the proper diameter and the soundness of the weld tested, by means of an ordinary hydraulic wheel-tyre blocking-press.

A series of experiments which have been made upon these welded joints show that their average strength is within one eighth of that of the solid plates; and in more than half the number of strips of plate which have been cut out across the weld and tested by a tensile strain, the fracture took place in the solid plate and not in the weld. A number of boilers with welded seams have now been in use on the Midland Railway for some years; they are found to be in good condition, and they have as yet shown no sign of furrowing even at the flanged ends, at the points where the grooving action was most marked in the boilers connected to the smoke box tube plate, and fire-box casing by angle-iron rings. Mr. Kirtley exhibited on the occasion of the reading of his paper a number of specimens of corroded plates cut from boilers of the ordinary construction; samples of the thickened edged plates, flanged and bent, and pieces of welded plate that had been broken in testing the strength of the welded joints were also shown.—*London Engineering.*

COAL ON THE RED SEA.—McKulla, near Massowah, February 13.—The discovery of coal in Abyssinia has caused a considerable movement along the coast of the Red Sea. A few weeks ago a party of Frenchmen left Massowah for the purpose of visiting a coal field situate somewhere between Massowah and Hafilah, which is said to have been discovered several years ago by M. Barroni, formerly British Consular Agent at the former place, and of which they are reported to have made a conditional sale to a French commercial house at Alexandria for five millions of francs.

Further south, near the Straits of Babel-mandel, a party of two hundred Egyptian soldiers, with two Europeans (Englishmen?), have proceeded inland to take possession of another coal field at Galeila, which was purchased about two years ago by a British subject resident at Aden.

Should these discoveries of coal along the shores of the Red Sea prove to be of value, serious questions cannot fail to arise with respect to ownership and to the sovereignty of the territory in which this mineral is situated. The Ottoman Porte has an antiquated claim to the whole coast of the Red Sea; but it never exercised any rights of sovereignty except at Suakin and Massowah. In 1862 Ahmed Araie, brother of Naib Idois, of Harkiko, was nominated by the Porte, midir (governor) of the coast between that place

and the Straits of Babelmandel, and is said to have planted the Turkish flag at several points along the coast as far south as Burbul, beyond which place he was prevented from proceeding by the natives declaring themselves to be dependent on Aussa, and therefore subject to the Emperor of Abyssinia, who, it is well known, claims the entire coast as his own. The cession of this coast recently made by the Porte to the Viceroy of Egypt is likely to bring the question of sovereignty to an issue, as is indeed evinced by the despatch of a body of Egyptian troops to take possession of the coal fields of Galeila. The recent acquisition by the French of the territory of Obokh, near Ras Bir, is said to have been made with a view to the appropriation of this coal field, which is in its vicinity.

The existence of coal along the shores of the Red Sea is of the utmost importance at the present moment, when twolines of steamers are about to run between Aden and Suez, touching at Moscow and other ports along the coast. The one of these is a branch of the British India Steam Navigation Company; the other is a new line to be established by the French house of Bozin & Co., of Marseilles and Alexandria.

[Mr. RAPHAEL PUMPELLY, a very eminent Mining Engineer and Mineralogist, informed us that during his recent trip through China, he discovered immense beds of coal of very fine quality, accessible to points where the celestials have hitherto been in the habit of importing their fuel from Great Britain, to meet not only their wants, but also of the vast foreign steam marine that necessarily have to take in supplies at their ports.—*Ed. Record.*]

Prussian Rolling Stock.

At a meeting of the Institute of Civil Engineers, held in London on the 24th of April, a paper was read "On the Performance, Wear, and Cost of Maintenance of Rolling Stock," by Mr. T. A. Rochussen, Assoc. Inst. C. E. The communication related to the statistics of three Prussian railways—the Cologne-Minden, the Bergish-Maerkish, and the Rheinisch—the general circumstances of which were stated to be somewhat similar. The tables embraced the particulars of the engines and of the carriages and wagons, with the expense of repairs and renewals, the work done by the engines in 1864, the cost of motive power, the repairs and renewals of engine-tyres, and the commercial results. Also the experience of the wear of tyres on the Cologne-Minden Railway for the twenty years from 1845 to 1864, inclusive, embracing the results of observations upon about twenty five thousand tyres, of different makes and of different materials. It was stated that, on the Prussian railways, the iron spoke wheels were gradually replaced by disc wheels, which at first were of wood, but latterly they were entirely of iron. The first form of iron disc, adopted in 1848, was that of a bulged star; a wrought iron plate, flanged to form the periphery of the wheel, was indented with five triangular bugles from the boss, which was cast on the plate forming the disc. This wheel had proved to be very durable, but it was noisy, and the boss being 11½ inches in diameter, the structure was heavy. It, however, supported the tyre evenly and well, and reference was made to a pair of these wheels with iron tyres, which had run 116,000 miles without requiring turning, and being still 1½

inch thick, it was thought they would last up to 250,000 miles. In 1862 a dished wrought iron disc wheel was introduced, the manufacture of which was both cheap and expeditious. But the fine grain iron necessary to insure a sound flanging for the periphery of the wheel made it too rigid. Attention was then directed to the means of obtaining elasticity both in the form of the disc and in the material used. Accordingly fibrous iron was employed, and the flat, or dished disc, was corrugated, the periphery being formed by a rim of fine grain angle iron, riveted to the disc plate. Subsequently the disc and the rim were welded together, and about the same time the Bochum Company introduced steel castings, in the corrugated form, of combined disc and tyre. In the improved form of the corrugated wrought iron disc, brought out in 1864, the iron used was highly fibrous. Several slabs were forged to the shape of a double cardinal's hat. This bloom was re-heated twice, and by frequent quick rolling was enlarged to about 3 feet in diameter. The rim was welded on under the steam hammer, which at the same time punched the hole in the boss for the axle, and gave the form of the wave to the disc plate. After turning up the rim, the tyre was shrunk on and bolted. Since 1864, the tyre, whether of steel or of iron, had been welded on to the disc wheel by hydraulic pressure. In this form it was believed the disc wheel offered the greatest amount of strength, the fibrous iron gave elasticity, the tyre was supported in every part, there were no joints, bolts, or rivets to wear loose, and after the tyre had been worn out it was simply necessary to turn it down to the thickness of an ordinary wheel rim and to shrink on another tyre. It was asserted that, with steel tyres, these wheels would run from 300,000 to 500,000 miles before requiring a new tyre, and that by grinding the tyres instead of turning them their life would be prolonged from 50,000 to 60,000 miles.

INEXHAUSTIBLE IVORY.—New Siberia and the Isle of Lackon are, for the most part, only an agglomeration of sand, ice, and elephants' teeth. At every tempest the sea casts ashore fresh heaps of mammoth tusks, and the inhabitants are able to drive a profitable trade in the fossil ivory thrown up by the waves. During summer, innumerable fisherman's barks direct their course to the isle of bones; and in winter, immense caravans take the same route, all the convoys drawn by dogs, returning charged with the tusks of the mammoth, weighing each from a hundred and fifty to two hundred pounds. The fossil ivory thus obtained from the frozen north, is imported into China and Europe, where it is employed for the same purposes as ordinary ivory—which is furnished, as we know, by the elephant and hippopotamus of Africa and Asia. The isle of bones has served as a quarry of this valuable material for export to China for five hundred years; and it has been exported to Europe for upwards of a hundred years. But the supply from these strange mines remains undiminished. What a number of accumulated generations does not this profusion of bones and tusks imply!

A decision has just been made at Milwaukee, in which the American Express Company are made to pay \$206 for damages done to a Cremona fiddle, while in transportation, notwithstanding the attempted waiver of responsibility exceeding \$50, expressed on the company's blank receipts.

Petroleum in Tennessee.

We learn from our exchanges that energetic exertions are now being made to place Tennessee among the favored petroleum regions of this country. Several companies have been lately prospecting and boring on the Upper Cumberland, and indications so far are exceedingly promising. Indeed, oil has already been found at several places, especially on Eagle Creek, a stream which flows into the Obey River, and a few hundred barrels of heavy lubricating oil have been sent to Nashville from the vicinity of Burkesville. That locality, it seems, is becoming the center of the Tennessee oil region: stores, dwellings, and hotels are springing up on all sides, and the place has now the same features as Reno, in Pennsylvania. Nashville, aware of the importance of the discovery of oil to the State, and of the necessity to give a healthy impulse to that new interest, has organized a board of petroleum brokers; and thus it appears that another oil-field is to be added to those already well known of Western Virginia and Pennsylvania, shadowing forth a substantial interest for the State of Tennessee.

There has never been any reason, in our opinion, to believe that Western Pennsylvania and Virginia were the only sources of petroleum destined to keep the monopoly of supplying the world with the article. As far as experience goes, petroleum is shown to be associated with coal, and coal is diffused over many States. Various reports from scientific men have put beyond doubt the existence of petroleum, from unequivocal indications in many localities where coal is also found; and these indications are greater, it seems, in Tennessee than in almost all the other States.—*Stockholder.*

Covington and Ohio Railroad.

A Richmond correspondent of the Boston Journal says that the Covington and Ohio Railroad from Guyandotte, on the Ohio River, to Covington, in Allegheny county, Virginia, is to be built by Henry Grinnell, Pill & Co., Messrs. Aspinwall, Steward, and other capitalists of New York, with some men in Virginia. From Covington a branch, fifty miles in length, will connect with Lynchburg on the Virginia and Tennessee Railroad, from thence to Richmond, eighty miles, and from Richmond to Newport News, seventy miles, which gives an ocean terminus to the traffic of the Ohio Valley. Cincinnati is nearer to this port than Baltimore by 193 miles of rail, and 200 miles nearer than to New York. The branches from Lynchburg, via Richmond, are in vigorous hands, being under the control of men in Richmond and Cincinnati. Beyond this Virginia will have a water communication by James River and the Kanawha Canal with Ohio. This enterprise is in the hands of the French house of Messrs. Bellot Minieres Brothers of Paris, who have lodged with the State \$3,000,000 as a guaranty for the completion of their work. This work is expected to be finished in five years, and the lines of railroads in three, if not less. It is expected that the road from Richmond to Newport News will be in running order within eighteen months.—*American Journal.*

The directors of the Midland Railroad (from Oswego to New York City) have appointed meetings along its proposed line, which are to be addressed by Hon. Dawitt C. Littlejohn, Senator Low and others.

Mississippi & Missouri Railroad.

The most important transaction of note is the decree issued by the United States Circuit, now in session in Des Moines, on Friday last, foreclosing all the mortgages on the Mississippi & Missouri Railroad. The claims include the first and second mortgages on the road from Davenport to Iowa City and Muscatine; first mortgage on the road from Iowa City west, including the land granted by Congress in aid of the road; the first mortgage on the road from Muscatine to Washington, and the second land grant mortgage on the whole road. The amount entered in the decree was \$7,482,545 34, to satisfy which claim, an order was made to sell the entire road, with equipments, to the highest bidder for cash. Hon. Thos. F. Withron, Supreme Court reporter, was appointed a special Master to carry the order of the Court into effect by sale of the property and execution of a conveyance of title. It is expected the sale will take place the last week in June next. This course appears to be the result of a compromise by the parties by which the ownership of the road will pass into the hands of the Rock Island Railroad Company. If such should be the case, a large force will at once be put to work to finish the road to Des Moines.—*Merch. Jour.*

THE MINNESOTA COPPER MINING COMPANY OF ONTONAGON, LAKE SUPERIOR.—The expenditures of this company for the year 1865 amounted to \$329,337 87
Value of copper produced in 1865, 132,146 75

Difference..... \$197,191 12

In 1865, two assessments of five dollars each were imposed on Minnesota shares, whereby \$200,000 were raised to cross-cut, sink and drift on what is called the "Stamp vein," the old veins, which for a series of consecutive years yielded enormous dividends, having ceased two years ago to pay expenses.

The Directors, in a supplemental report, dated March 3, 1866, say:

"In conclusion, your Directors reiterate their regrets that no absolute results have been attained, either as to the yield of the vein or the efficiency of this style of machinery [Rock-breaker and Rollers,] yet it is worthy of note that your Agent, in his report and recent letters, retains confidence in both."

Manifestly, more assessments will be payable on Minnesota shares. During the series of years that the mine was worked to profit, the company paid dividends amounting to \$1,760,000.—*Mining Reg.*

CASH DOWN.—The Hartford Press tells a story of a recent accident on the New London Railroad:

An intoxicated Irishman was sitting on the track when the engine tossed him down an embankment. The conductor backed his train to pick up the dead body. The victim was found alive, however, only somewhat bruised, and taken to Norwich. Here the conductor kindly offered to send the man to his home, a few miles away, in a hack; but he insisted on his ability to walk, and refused to be sent home. The conductor pressed the matter, when the Milesian, who had stood the butting of the cowcatcher so well, bristled up with, "Go away with your kerridge. I'll go home by myself; and if I've done any damage to yer old engine, bedad, I'll pay it on the spot."

Wm. Prescott Smith, Esq., the gentlemanly Master of Transportation for many years on the Baltimore & Ohio Railroad, has received the appointment to a responsible position in the Department for the collection of the Internal Revenue. The B. & O. Railroad can ill afford to lose the services and experience of such men as Mr. Smith. We trust, however that he will receive all the honors and emoluments in his new position that his genial nature, his talents and his worth entitle him to, or that his loftiest ambition many desire.

The question of noise from trains passing over railway bridges in the metropolis was recently raised in a conversation between the chairman of one of the English House of Commons railway committees, and Mr. Hawkshaw. Mr. Scholefield desired to know whether the noise consequent on the passing of trains over the railway bridges in London could not in some way be obviated. Mr. Hawkshaw gave it as his opinion that this excessive noise was mainly due to the construction of these bridges entirely of iron. He stated that this construction was insisted on by all the parochial authorities, but that if these bodies would allow the bridges to be made of brick or stone, as formerly, the noise caused by passing trains would be very little, and, indeed, with proper precautions, might be almost entirely obviated.

A correspondent of the Cincinnati Commercial says: A. W. Maupin, one of the Commissioners appointed by the Government to sell out the Southwest Branch of the Pacific Railroad, announces the sale to Fremont as wrong. He says, in a card: "I wish, through you, to inform the public that, for good reasons, I have not, and shall not, sign the contract of sale as prepared by a majority of the Board of Commissioners, unless the State of Missouri is protected, not only in its first line on the road, lands, &c., for the purchase money, \$1,300,000 but also for the completion of the road to the State line, and if the same has been executed and delivered, it has been without my knowledge, assent, or authority."

PUNISHMENT OF RAILWAY NEGLIGENCE.—

Probably the first criminal prosecution, and conviction, in this country, of a person employed by a railroad company for negligence resulting in disaster took place in Newark, N. J., last week. The accused was Edward O'Brien, formerly a switch-tender on the New Jersey Railroad, at a turnout below the Chestnut street depot in that city. On the morning of the 15th of November last, O'Brien neglected to replace a switch leading to the turnout; and the through Washington train arrived while the switch was out of position, and ran across a turn-table into a field and was wrecked. Two lives were lost—those of Mr. Henry Gordon, of New Haven, and a newsboy—and several persons were injured. The jury has convicted O'Brien of manslaughter, with a recommendation to mercy.—*New York Post.*

The Pennsylvania Railroad Company have a corps of photographers now engaged in taking photographic views of the road from Philadelphia to Pittsburgh.

The annual report of the Chicago and Rock Island Railroad for the fiscal year ending the 31st of March, 1866, shows a—

Gross traffic of.....	\$3,154,235
At an expense of.....	1,711,454
Net earnings of the year.....	\$1,442,781
Ten per cent dividends and tax.....	\$631,578
Leases and interest.....	466,535
Taxes—local and United States.....	157,188
Extraordinary repairs, etc.....	53,798—1,169,099
Balance added to income surplus.....	\$ 333,682
Income surplus to March 31, 1865.....	2 034,082
Total income surplus, April 1, 1866.....	\$2,367,764
Scrip dividend, \$2,600,000, 80 per cent paid.....	2,080,000
Carried to new income surplus.....	\$287,764

The general balance sheet of the Company stands thus:

Capital stock.....	\$6,500,000
Scrip convertible into stock.....	2,080,000
Mortgage and income bonds.....	1,448,000
Surplus income.....	\$2,367,764
Less scrip declared.....	2,080,000—27,764
Total.....	\$10,315,764
Cost of road.....	\$8,050,131
Cash in hand.....	993,879
Material on hand.....	257,216
Advanced M. and M. road.....	93,242
Bills receivable.....	62,294
	\$10,315,764

METALLIC SAND.—Travellers along the seashore of New Zealand have to wear veils to protect their faces and eyes from a fine metallic sand which rises with every puff of wind. This sand proves, upon analysis, to be the purest ore of iron known. Its composition is: peroxyd of iron, 88 45; oxyd of titanium with silica, 11.43; loss 12. Experiment shows that the ore yields in the furnace 75 per cent. of the best iron; or by cementation an excellent quality of steel. The smelting was done in a little furnace with a hearth seventeen inches diameter and ten inches deep. A ton of fuel (coke) made a ton of metal titaniferous, which, added in the proportion of five per cent. to ordinary steel, transformed it to first quality.

The earnings of the Louisville & Frankfort and Lexington & Frankfort Railroad Companies for the month of April, were:

From passenger.....	\$24,625 11
" freight.....	9,732 45
" express.....	95 32
" telegraph.....	93 15
Total.....	\$35,410 03

EXPENSES.

Conducting Transportation.....	\$4,301 57
Motive Power.....	5,994 01
Maintenance of Way.....	9,233 88
Maintenance of Cars.....	4,338 14
General Expense.....	1,427 55
Construction Account.....	4,917 44
Total.....	\$30,213 49
Net Earnings.....	\$5,196 54
Number of Miles run by Passenger Cars.....	40,894
Proportion of Operating Expenses to Earnings, 70 per cent.	

MONETARY AND COMMERCIAL.

There has nothing remarkable in the condition of the money market occurred since our last issue. The demand for loans being limited, although there is a little stringency in the market, occasioned by the withdrawal of the Government funds from the depositaries, yet bankers meet the wants of customers at reasonable rates. The *Gazette* says "the present scarcity of currency is due to the new policy of the Treasury Department in regard

to deposits. There has, of late, been a sharp withdrawal of the latter, not only here, but throughout the West, and a consequent accumulation in the United States Depositories. The present balance in this city is over seven millions; but the temporary loans are beginning to be withdrawn quite freely, and the disbursements will soon be felt in the money market. There is also a movement of securities to New York for sale, which will soon add to the supply of currency. This, and the Government drafts upon the deposit banks here and in the interior, accounts for the superabundant supply of exchange, and the decline in rates."

The market for exchange is irregular and rates vary. The quotations are:

Buying.		Selling.	
New York.....	1-10 1/2 @ par	pur	
Philadelphia.....	1-10 1/2 @ par	par	
Boston.....	1-10 1/2 @ par	par	
Gold.....	113 1/2	144 1/2	
Silver.....	133 @ 135	135 @ 138	

The New York gold market has fluctuated during the week some seven or eight per cent, the highest rate being reached on Tuesday, viz., 146 1/2. A reaction, however, took place on the receipt of the news by the Africa, showing an improved feeling in the London money market in reference to our Government securities, and as a consequence gold fell about two per cent.

In the general markets there is a feeling of cheerfulness and hope; and although there is but little doing, prices are sustained.

The *Tribune* of Tuesday says:

"Government bonds were lower on 5-20s, and steady on the 7-30s, with a small business in all classes of bonds. In State and Railway bonds there was but little doing. The miscellaneous shares were generally strong. Western Union Telegraph, 60 1/2. The Railway Share list opened firm on New York Central, 98 1/2. The opening sales of Erie early in the day were 60 1/2, but at the Board the stock was in active demand and sold at 61 1/2. The rest of the list was dull and steady with the exception of Fort Wayne, which sold down to 96 1/2. The market closed dull. Between the Boards Erie was in active demand for cash, and sold as high as 62 1/2.

"At Second Board the interest centered on Erie, which sold at 63 1/2 and closed strong. The balance of the list was firm. After the call Erie sold at 64 1/2 and closed at 64 @ 64 1/2.

"The stock is largely oversold and deliveries are made with great difficulty. One-eighth per cent. was paid to day for the use of the stock for cash delivery. Hudson River was lower, selling at 111; Cleveland & Pittsburgh advanced 1 per cent., and Ft. Wayne 1/2. The market closes firmer at quotations. The closing prices were: New York Central, 98 1/2 @ 98 3/4; Erie, 64 @ 64 1/2; do. Preferred, 74 1/2 @ 75; Hudson River 111 @ 111 1/2; Reading, 108 1/2 @ 109; Michigan Central, 107 @ 108; Michigan Southern, 80 1/2 @ 80 3/4; Illinois Central, 116 1/2 @ 117; Cleveland & Pittsburgh, 85 1/2 @ 85 3/4; Northwestern, 28 1/2 @ 28 3/4; do. Preferred, 58 1/2 @ 59; Cleveland Toledo, 104 1/2 @ 105; Rock Island, 92 1/2 @ 93 1/2; Fort Wayne, 97 @ 97 1/2; Ohio & Mississippi Certificates, 28 @ 28 1/2.

"Money continues to grow easier, and large amounts are offered at 6 per cent. on call. In commercial paper no change."

COAL & IRON LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.					
2, 10 " " 6 1/2 " " 35 " "					
3, 8 " " 11 " " 36 " "					
4, 8 " " 9 " " 35 " "					
5, 7 1/2 " " 6 1/2 " " 30 " "					
6, 10 " " 8 " " 40 " "					
7, 7 1/2 " " 8 " " 35 " "					

PHILIP S. JUSTICE, President.

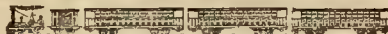
No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

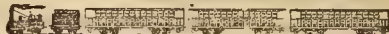
	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.

myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9.40 A. M., and 10.50 P. M.
Arrive at Cincinnati.....6.30 A. M., and 7.20 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, P2 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt., No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnet House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:05 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:14 "	4:29 "	
GALLIEN.....	4:55 "	5:25 "	
MANSFIELD.....	5:45 "	6:30 "	
AKRON.....	8:32 "	9:0 "	
RAVENA.....	9:25 "	0:15 "	
LEAVITTSPURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:5 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:30 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	5:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS. At Salamanca with Erie Railway. At Mansfield with Pitts, Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahoning City, etc.

7 a. m.—For Bergen Point.
Mail Train—At 8:00 a. m., for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:30 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 3:00; 3:30; 5:30; 7:20 and 11:00 p. m. for Elizabeth.

12:00 m. Train—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:00 p. m.—For Somerville.

8:00 p. m.—WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHPORT and NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. B., at No. 1 Astor House, at Nos. 271 and 326 Broadway, and at the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m. 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:45; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:45; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

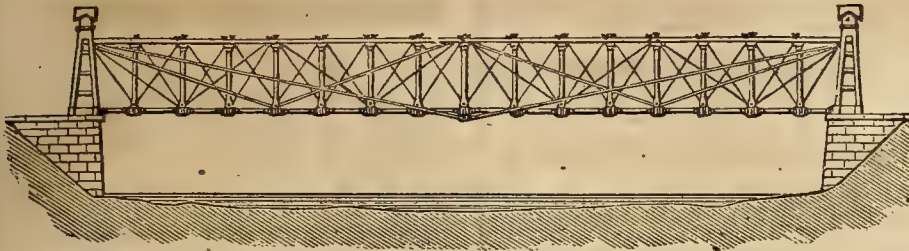
Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections. 640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring). Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

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Up Stairs,

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MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

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Of every description.

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BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

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Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
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8 E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine

SUPPLIES,

—AND—

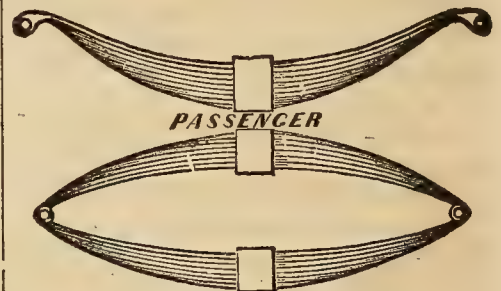
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates & Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI,

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only: negotiates Loans, and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the Unequalled Attractions of Natural Scenery heretofore conceded to this route, the recent Troubles upon the Border have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City.....	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Passengers call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

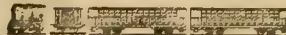
	Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M.	8:30 A. M.
St. Louis, Cairo, & Louisville.....	7:50 P. M.	11:30 P. M.
Louisville, Special Train.....	3:45 P. M.	1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.		

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front street, No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

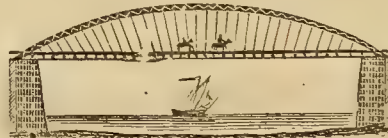
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 8.35 A. M.; 9.56 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.44 P. M. (Express)

On Sundays, 10.24 P. M.
Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JUNE 14, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrears are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	7:40 A. M.	6:30 P. M.
Mail	9:40 A. M.	6:20 A. M.
Mail and Accommodation	3:40 P. M.	5:20 P. M.
Columbus Accommodation	4:40 P. M.	9:45 A. M.
Morrow Accommodation	5:45 P. M.	8:00 A. M.
Lightning Express	7:30 P. M.	5:35 P. M.
Night Express	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail	9:10 A. M.	4:55 P. M.
Hillsboro and Hillsboro Accommodation	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City	7:40 A. M.	9:50 P. M.
Toledo and Detroit	7:40 A. M.	9:50 P. M.
Dayton and Sandusky	7:40 A. M.	9:50 P. M.
Richmond and Chicago	7:00 A. M.	5:55 P. M.
Dayton Accommodation	6:15 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine	5:00 P. M.	12:55 P. M.
Hamilton Accommodation		8:1 A. M.
Richmond & Chicago	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago	7:00 A. M.	9:50 P. M.
"	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express	7:10 A. M.	8:50 A. M.
Mail & Springfield Express	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation	4:30 P. M.	8:30 A. M.
Harrison Accommodation	10:10 A. M.	2:3 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Covington, Cambridge City and Indianapolis Mail	7:00 A. M.	9:50 P. M.
Covington, Cambridge City and Indianapolis Express	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail	9:00 A. M.	4:35 P. M.
Caboose	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express	6:40 A. M.	6:30 P. M.
Accommodation	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express	9:40 A. M.	6:40 P. M.
Night Express	10:50 P. M.	7:20 A. M.

State of the Times and Material Progress.

After the conclusion of a long, costly, and critical war, nature does for a nation what it does for an individual, stimulates the mind to new efforts and new enterprises. Trade, manufactures, constructions, mining, emigration, all revive; and an evident revival and rapid extension of all business extends over the country. This has been the fact, during the past year, and in this year will be still more evident. In this, there is danger of too great expansion; and the tendency of all human movements is to go, like a pendulum, from one side to another. Fortunately, there is in human affairs, as in the gravitation which moves and sustains the pendulum, a conservative force, a *constant* (as mathematicians say) which remains firm, and ultimately brings back all the fluctuations of commerce to a general average; which denotes the true progress of society. It will be well, just now, to note some of the signs of the times, in respect to our material progress.

1. *Of Trade.* It is quite evident, that the first indications of a new movement will be seen, in the most moveable and readily managed property and transactions. This is evidently in foreign trade. Domestic trade cannot be greatly enlarged without an increase of productions; and that cannot be done under a year, when the results of the annual crops and manufactures appear. But, foreign commerce may be enlarged at any moment, when there is *credit* to command foreign products. In this, then, is seen the final results of the new movement. Our foreign trade is immensely increased. The *importations* of the current commercial year will be one hundred and fifty millions beyond that of any year since 1860. In consequence of the increase of the tariff, the revenue of the Government from Customs will be *one hundred and fifty millions*; a thing unprecedented in our Government. This shows, even with the increase of the tariff, the immense increase of importations. The merchants of New York argued, that the South was destitute of goods for consumption, and that, throughout the whole country, the demand would be greatly increased by the revival of business and extravagance. This was correct; but, it is quite evident that the trade in foreign goods is overdone, an evil which will correct itself. But, another feature of foreign trade excites attention, and even alarm. This is the commercial convulsion in England. Will it not affect us? The commerce of England and the United States is so interwoven together, as to make one vast complicated whole, in which one part sympathizes with another. But, in this case, the trade of this country will probably receive no shock or impediment from the present state of England. There are two different reasons for this:—
1. The failures in England are almost entirely confined to the Banking class, and

have not affected materially the foreign trade.
2. Our currency, not being redeemable in gold, and being immense in amount, it is almost impossible to have any commercial failures of serious amount in our own country; the only difficulty is with the foreign balances, and that is but temporary. We are a gold producing country, and have recommenced the culture of cotton. We are now exporting cotton in large quantities. Our foreign balances will soon be corrected; and it is very evident, that we are not to have any commercial convulsion just now. In fact, it is probable our commerce will continue to extend.

2. *Of Manufactures.* Of this branch of general business, we have not the same exact statistics, as of commerce. But, we think it evident, that there is a great revival of manufactures. The woolen manufacture was greatly stimulated during the war; but, so long as the tariff continues, it will keep up, though it will probably be less profitable than in the war: but there are other large branches of manufactures, which will obviously be greatly stimulated by the return of peace. The cotton manufacture especially, is one. With the renewal of cotton culture, we shall have a renewal of the manufacture on an immense scale. The iron business is another; this has evidently been renewed with great activity. Indeed, it may be expected, that the manufacture of iron will be carried to an unprecedented extent in the next few years. The railroad business will be rapidly extended, and we shall hereafter make our own iron.

Shipbuilding will, of course, be rapidly extended. We have a tonnage equal to that of Great Britain, and the business of shipbuilding in our country is a large business. This was much arrested during the war, both from the diminution of foreign commerce in the war, and the dangers from piracy, our tonnage was reduced; but, now it will again expand with increased rapidity.

3. *Of Constructions.* A large part of the business of society consists of constructions, which are continually going on, and employ immense bodies of mechanics. But, this class of business diminished much during the war. Mechanics were very numerous in the army, and materials high. The following extract from the Report of the Commissioner of Statistics in Ohio will show this.

Number of new structures.....	6,692
Total value.....	\$4,132,836

Of the new structures, a portion were:

Factories of different kinds.....	99
Mills.....	85
Distilleries.....	3
Rolling mills.....	2
Oil mill.....	1

No accurate account of churches and public buildings is given, but very few were built.

The comparative number and value of new structures in the last seven years are as follows:

	No.	Value.
In 1858.....	10,458	\$5,012,054
1859.....	7,812	4,972,645
1860.....	8,100	3,685,513
1861.....	9,831	4,463,042
1862.....	8,013	2,989,520
1863.....	6,278	3,009,921
1864.....	6,692	4,132,836

There is a small increase in the number of buildings erected, and an increase of 33 per cent. in value. This proves that, what general observation shows, that there is a considerable revival in the growth and enterprise of this State.

It seems that in 1864, there was a slight revival of this kind of business; but, in three years previous, there was a falling off of one-third in the construction of buildings in Ohio. The number of houses built in 1865 were, no doubt, greater; and now, we know from observation, that the buildings of 1866, will be much greater than in several previous years; but not so great as it would be, if lumber were cheaper. In the meantime, the population has much increased, and buildings must be erected.

But, buildings are only one kind of structure. Shipbuilding we have already mentioned. RAILROADS are, in the West, the largest and most costly structures erected. To railroad construction there has been given a new impetus; we have noticed from time to time many new enterprises in railroads. Of these, the Pacific Line and branches are the most important. The Union Pacific R. R. (which is being constructed by some of the principal railroad men in Ohio and Pennsylvania,) is nearly constructed from Kansas City to Fort Riley. The Nebraska branch is under way, and the Iowa Railroads are being finished West as fast as possible. The California branch is also begun. We think there is no doubt the great Pacific Line will be finished at an early day;—its cost will be immense. It will employ a vast number of workmen and its effect on the interior trade of the country will be incalculable. But, the Pacific Road, great as it is, is only one item in the great railroad movement now going on. In Iowa, Minnesota, Wisconsin, Michigan, railroad construction is going on as actively, as in Ohio and Illinois, from 1850 to 1857. In the great Central States, even in Ohio, few railroads of great magnitude are going on. In New York, the Oswego & Central Counties Road seems to be fully determined on. In Ohio, we have several enterprises on foot. It seems to be fully understood that the new Trunk Line (which is understood to be in the interest of the New York Central), from Sandusky to Cincinnati will be completed. It is intended, we believe, to take the old Sandusky and Dayton Road, to Dayton; then the Short Line Road (as it is called), to the Tunnel,

which is to be completed. At some future period we shall remark on this subject. A movement is also made at Columbus (and it is thought successfully,) to make a line through the Hocking Valley, we suppose via Lancaster and Logan. Ultimately this road will become a branch of the Cincinnati & Marietta Railroad in the interest of Baltimore. In Indiana, the Pennsylvania R. R. propose completing a line from Union City to Logansport, making a through line to Chicago.

Lastly, we have the great Southern Road through Kentucky and Tennessee, from Cincinnati, which sooner or later will be made. Still farther, we have the completion of the Virginia Central to the Ohio river, which is said to be opened. Thus, we find the country filled with great railroad enterprises, which, we think, will give as much railroad development, as in any previous period of the country. In this slight view of the times, we see in the future great activity of business, and we think also—great prosperity.

The Public Debt.

The last statement of the debt of the United States is important, as exhibiting some unusually large fluctuations in the amount outstanding of some of the evidences of debt. According to the official statement, just published, the debt stood on June 1, 1866, as follows:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$198,241,100 00
Six per cent. bonds of 1867 and 1868.....	18,323,501 80
Six per cent. bonds - 8 -.....	2-3,743,500 00
Six per cent. Fifty-twenty bonds.....	695,313,000 00
Total.....	\$1,195,225,191 80
DEBT BEARING CURRENCY INTEREST.	
Six per cent. bonds.....	\$1,402,000 00
Temporary loan.....	1-4,561,485 2-
Certificates of Indebtedness.....	43,125,000 00
Three-year compound interest notes.....	162,012 1-0 00
Three-year Seven-thirty notes.....	812,221,600 00
Total.....	\$1,147,222,226 26
Matured debt, not presented for payment,	\$4,900,429 64
DEBT BEARING NO INTEREST.	
United States Notes.....	\$402,128,318 00
Fractional Currency.....	27,334,965 04
Gold Certificates of Deposit.....	22,508,320 00
Total.....	\$452,031,603 94
Total debt.....	\$2,799,979,450 00
AMOUNT IN TREASURY.	
Coin.....	\$5,679,957 72
Currency.....	79,011,125 52
Total.....	\$129,691,083 24
Amount of debt, less cash in Treasury.....	\$2,670,288,367 52
The principal changes in the statement, as compared with that of May 1st, 1866, are as follows:	
Five-twenty bonds.....	Inc. \$9,731,000
Pacific Railroad bonds.....	Inc. 708,000
Temporary loan.....	Dec. 6,936,367
Certificates of Indebtedness.....	Dec. 19,595,000
Compound Interest notes.....	Dec. 5,000,000
Seven-thirties.....	Dec. 4,291,050
United States notes.....	Dec. 13,036,000
Gold Certificates of Deposit.....	Inc. 13,531,900
Coin in Treasury.....	Dec. 25,999,400
Currency in Treasury.....	Inc. 17,700,504
Total debt, exclusive of cash in Treasury.....	Dec. 27,697,421
Five per cent. notes.....	Dec. 6,036,900

The total decrease of the debt, exclusive of cash in Treasury, is \$27,697,421 during the month of May. The Public debt reached its maximum on the 31st of August last, when—

The total stood.....	\$2,757,781,190
Present total.....	2,670,288,367

Net reduction in nine months..... \$87,492,823

The very large reduction in certain classes of securities is owing to the large sales of gold by the Treasury during the past month, which have enabled the Secretary to redeem a portion of the short obligations of the government. In this way nearly twenty millions of One Year Certificates have been cancelled, five millions of six per cent. compound notes, and over six millions of five per cent. notes, the whole issue of the latter being now redeemed. The total of securities thus redeemed during the month amounts to \$41,879,317. The temporary loan has been decreased nearly seven millions, which is probably the result of the reduction of the rate of interest from six to five per cent. The issue of Five twenties has been increased \$9,731,000, we presume, through the exchange of those securities for short date securities, the reduction of \$4,291,000 in seven-thirties having been effected in that way. The amount of United States Notes, or "green-backs," has been reduced \$13,581,000, a very large diminution within a month. The Treasury has reduced its stock of coin during the month \$25,996,450, and at the same time has increased its obligations on account of gold certificates of deposit \$13,531,000. The liquidation of over forty millions of securities, after allowing for the addition to the amount of Five twenties, will diminish the annual interest upon the debt about \$1,500,000, one of the results of the sale of thirty five millions of idle gold.

The government now holds \$50,000,000 of coin; which after deducting \$22,000,000 due to depositors leaves no surplus available for further sales. For the present, therefore, the sale of gold by the government must be considered to have ceased. The Treasurer now holds seventy nine millions of currency. It will probably be the policy of the Secretary to disburse a large portion of this amount at an early day, in the purchase of short date securities, with the twofold purpose of reducing the amount of debt, and making the money market easy, so as to facilitate the putting out of the new 5 per cent. loan, expected to be authorized by Congress. There is still \$124,000,000 of funds held in the Treasury in the way of temporary loan. At present the government pays 5 per cent. interest upon this loan, and yet has on hand the means of paying off two-thirds of the amount. Thus the Temporary loan involves a loss to the government of four millions of interest per annum, or after allowing for a reasonable amount as necessary to be held in the Treasury, say three millions per annum. It is not supposable that the Secretary will long perpetuate this policy of holding an excessive amount of idle funds in the Treasury; and we therefore look forward for an early reduction in the amount of the Temporary Loan, probably in that part of it represented by Clearing House certificates.—*Economist.*

CEDAR RAPIDS & MISSOURI RIVER R. R.—This road is now in successful operation to Boone, Iowa, and the entire line to the Missouri River is under contract. Two thousand men are now at work on it, and the number is being increased at the rate of one hundred men per day. Their disbursements have averaged \$20,000 per month, and will, in the future, be largely increased. They will expend three millions within the next eighteen months.—*West. R. R. Gazette.*

**Proceedings of the Railway Convention,
recently held at the St. Nicholas
Hotel, New York.**

The following is a detailed report of the proceedings of the railway meeting held in New York, at the St. Nicholas Hotel, on the 22d and 23d of May last, which was called by the Vice President of the Erie Railway Company in pursuance of a resolution passed at a prior meeting, held at Buffalo, May 2d, 1866.

The following gentlemen were present:

John W. Garrett, President Balt. & Ohio R. R. Co.

John King, Jr., Gen'l Ft. Agt. Bal. & Ohio R. R. Co.

Dean Richmond, President New York Central R. R. Co.

James H. Bancker, Director New York Central R. R. Co.

R. X. Berdell, President Erie Railway Co.

A. S. Diven, Vice Pres't Erie R'way Co.

Daniel Drew, Director Erie Railway Co.

H. L. Persons, Director Erie Railway Co.

B. W. Blanchard, Gen'l Freight Agent Erie Railway Co.

W. H. Vanderbilt, V. P.-Hudson River and Harlem R. R. Co.

Thomas A. Scott, Vice President Penn. R. R. Co.

H. H. Houston, Gen'l Ft. Agent Penn. R. R. Co.

On motion of Mr. Diven, John W. Garrett was elected Chairman of the meeting, and Thomas A. Scott, appointed Secretary.

Proceedings of the Buffalo Convention of May 2d, 1866; also, proceedings of Convention held by officers of western roads at Indianapolis, May 10th, 1866, were read by Mr. Diven, copies of which were ordered to be printed with the proceedings of this Convention.

Mr. Diven then read the following letter of appointment, making Hon. Samuel Sloan the Commissioner on behalf of the Companies represented therein:

The Pennsylvania Railroad Company, the Baltimore & Ohio Railroad Company, the New York Central Railroad Company, and the Erie Railway Company, in pursuance of the resolutions of the Railroad Freight Convention, held in the City of Buffalo, May 2d, 1866, (a printed copy of the proceedings of which is hereto annexed,) have agreed upon and appointed as the Commissioner, in said resolutions mentioned, the Hon. Samuel Sloan, of the City of New York, with a salary of ten thousand dollars per annum, to be paid monthly, one quarter by each of the respective parties.

The said Commissioner shall keep an office in the City of New York, to which the officers of said roads shall have access.

He shall hear all complaints of any and all violations of the agreement contained in said proceedings, respecting reductions of rates, when made in writing, and after full and careful investigation, shall render his decision as to whether any agent, officer, employee, transportation, express, despatch, or other person or company having anything to do with soliciting freight over the said roads, has violated the agreement contained in said resolutions, whether in the letter or spirit of the same, and shall at once report to each of the respective Companies such decision with the evidence upon which the same is founded, and in such decision shall decide what officer, agent or employee, whether by salary or commission, shall be dismissed the company be represents for violation of the spirit of the resolutions.

He shall also inquire into all cases where connecting roads refuse to maintain the rates on westward bound freight established by the roads, parties hereto, and report to each of the Companies, when under the provisions of the said resolutions they should refuse to ticket passengers, or bill freight, unless the same is pre paid according to said resolutions.

He shall also inquire into and report to the several companies, parties hereto, when any western road reduces the rates of freight established by the western roads on eastward bound traffic, when under the letter or spirit of said resolutions, the roads hereto, should refuse to receive and pay back charges on said freight.

He shall, when in his opinion just charges are made in writing, have the right to inspect the offices and papers of the Freight Department of the parties hereto, and the offices and papers of any transportation, dispatch, merchandise, express, commission, or other agencies, doing business over the roads of either company, to enable him to decide whether any violations of the provisions of said companies, or of any transportation, despatch, merchandise, express or other agency, who refuses during the progress of such investigation, to fully answer any question put by him, or who shall answer the same falsely, shall be reported to the respective companies, to the end that such agents of the Railroad companies may be dismissed; and if any company doing business over either of the roads, parties hereto, that such company shall be deprived of any rights upon said roads, unless such agents are dismissed by them.

The said Railroad companies hereby agree to abide by and respect the decisions of the said Commissioner in all things hereby submitted him.

In case the parties hereto shall agree hereafter upon rates, terms and conditions for the transaction of through passenger traffic, the general supervision thereof, in order to maintain rates and agreements, shall be placed with Mr. Sloan, as part of the duties of the position of Commissioner, created by this agreement.

In addition to all the foregoing, the Commissioner shall carry out such instructions in regard to passengers and freight, or modification or changes of the proceedings at the Buffalo Convention, as may be made from time to time by the parties hereto. Should any difficulty arise in carrying this agreement into effect, either party may, on thirty days' notice, in writing, to the Commissioner and to the other parties hereto, elect to terminate this agreement, and the same shall thereupon be terminated accordingly.

Pennsylvania Railroad Company,

By J. EDGAR THOMPSON, Pres't.

Erie Railway Company,

By ROBERT H. BERDELL, Pres't.

Baltimore and Ohio Railroad Company,

By JOHN W. GARRET, Pres't.

DEAN RICHMOND,

President New York Central R. R. Co.

NEW YORK, May 23, 1866.

Which, after full discussion was duly adopted by both parties.

The following resolutions in regard to passenger and freight traffic, were offered by Mr. Garrett, and adopted:

Resolved, That neither party shall, after the first of July next, directly, or indirectly, employ runners or agents of any description off their own roads, or retain those now in their service for the purpose of soliciting passengers, or allow any compensation by way of commis-

sion, drawback, or otherwise, for procuring passengers for their respective roads; but each party shall be at liberty to employ one person as a traveling agent, to inquire into the sale of tickets by connecting lines and whether the Company such agent represents is fairly treated by other roads, as to its passenger business, at competing points; and that each party shall refuse to sell through tickets over any line connecting directly or by means of other roads, that shall not withdraw such agents on or before the first day of July next, or conform to the above stipulation in relation to commissions for procuring passengers. Neither company shall, in any way, directly or indirectly, procure any other company, its officers, or agents, to exercise any influence to favor the traffic over its road in preference to those of the party hereto, nor shall either of the parties hereto, or their agents, influence traffic over, or to and from, particular connecting lines to the injury of other connecting lines; it being intended that business shall be left to take its own course and its most convenient channel.

Resolved, That hereafter no time receipts for transportation of freights shall be given by any of the parties here to East or West, nor will they permit any Fast Freight Lines, or Freight Organizations operating over their respective Lines to give "Time Receipts" in either direction, unless an addition of not less than twenty-five per cent. (25 p. c.) shall be made to the established rates from time to time.

The following preamble and resolution was offered by Mr. Garrett, and seconded by Mr. Berdell, to-wit:

WHEREAS, With the present reduced earnings and large relative expenses of railways, it is important that the best practicable arrangements should be effected to secure improved net results; and WHEREAS, It has been found by experience that all freight, express and fast freight lines, other than those for legitimate express business upon passenger trains, are costly to railroads; that a large per centage of the earnings of railroads are paid to sustain their expensive and extensive organizations, and to make their large profits; that as they obtain large commissions or deductions from the established tariff rates, and that the margin thus afforded frequently leads to allowance to shippers by secret contracts for drawbacks, commissions, drayages, etc.; and as agents and officers of railroads frequently become interested in the stock and gains of such fast and express freight companies, and are thereby tempted to use their official influence and power for the profit of such organizations, instead of for the advantage of the railway companies which employ them—to avoid such corrupting influences, and to secure the proper receipts and earnings for freight transportation directly to the treasuries of the railway companies; therefore,

Resolved, That from and after the first of July next, all arrangements for any pay or allowances of any description, to any fast freight or express company, other than on passenger trains, shall be discontinued.

Which was not adopted

Messrs. Garrett and Berdell advocated the resolution.

Mr. Richmond declined to vote.

Mr. Scott announced his purpose to vote against the preamble and resolution, upon the following grounds, to-wit:

First.—That the allegations contained in the preamble, so far as regarded the Company represented by him, were without foundation

in fact, as they the (the Pennsylvania Railroad Company) receive a liberal and satisfactory price for the services performed by them; and further, that the railway officers and employees of the country generally are entitled to a standing for integrity of purpose and action, in the promotion of the interests of their respective lines, instead of being so summarily ignored as they are by the preamble and resolution. He felt that they, the officers and employees of the various lines, certainly did not need the supervision and guardianship of the chief officer of any competing railway corporation to keep them in the line of their duty.

Second.—That the Pennsylvania Railroad Company was determined to provide and maintain the best possible facilities for the patrons of their route, in the receiving, forwarding and delivering of all goods and property offered for transportation.

Third.—That arrangements had been perfected by the Pennsylvania Railroad Company, in connection with other and connecting roads, which would prevent the Company being represented from abolishing fast freight organizations, as proposed, without violating every obligation of right and equity to those interests, by taking from them the equipment owned by the fast freight organizations operating over the Pennsylvania Route, and which is essential to the successful operation of their roads.

Fourth.—That the Pennsylvania Railroad Company was willing to enter into any equitable arrangement which might meet the approval of other parties, for establishing and maintaining rates of passengers and freight, and would control absolutely all organizations of every kind, operating upon their line, so that every part of any agreement for establishing and maintaining rates should be fully and effectually adhered to. This being accomplished, the increased revenue would go directly into the treasuries of the general companies, to be disbursed in such manner as to them might seem best calculated to promote the best interests of their respective companies and the public.

The resolution in regard to passenger traffic was, on motion of Mr. Diven, reconsidered, Messrs. Berdell, Richmond and Scott voting "aye," Mr. Garrett, "nay."

Mr. Garrett, in voting "nay," stated that the resolution, which it was proposed to modify, was a transcript of a resolution adopted at the Convention of the trunk lines, held at Saratoga, July 28, 1860. He regretted that when the necessities for economical management were so urgent, each Company was not prepared to adopt and enforce the abrogation of all passenger agencies. He believed that if each line acted upon this policy, the number of passengers to each would not be reduced and the net earnings of all increased to the extent of the present cost of these expensive agencies. He also stated his regret, when the Erie, New York Central and Baltimore & Ohio Companies were prepared to abolish all allowances and drawbacks to express and fast freight lines, that the Pennsylvania Road alone insisted upon maintaining this costly and vicious element in connection with its business, thus forcing the maintenance of similar costly arrangements upon its competitors. As the Erie, New York Central and Baltimore & Ohio Companies now unite in the proposition to maintain the original resolution regarding passengers, if the Pennsylvania Company will agree to abandon its "Union Star" Fast Freight Line, by withholding the large allowances from the

tariff rates now made to that organization, he trusted that, upon reflection, the latter Company would, at an early day accord upon this point, and economies in the passenger and freight traffic could be thus secured (as unanimous action could then be obtained on both subjects), which would add millions of dollars annually to the net revenues of the trunk lines and their connections. He believed, also, that with these radical and judicious changes in management, which would meet general approval, that the present agreement could be much more successfully maintained. He presented these views with the hope of aiding in the accomplishment of these most desirable and important reforms at an early period.

Mr. Scott, in reply to Mr. Garrett, desired to state that the practical purposes, as he understood them, for which this meeting was convened, were:

First.—The establishment of remunerative rates for freight and passenger transportation; and,

Second.—The appointment of a Commissioner to act for the four lines, and for the adoption of such regulations as will secure the effective maintenance of such rates as may be established from time to time.

To both these propositions he was willing to give his full assent, and was desirous to promote them, thereby putting into the treasury of the companies all the "millions" which advanced rates would secure; but he was not willing to entertain any proposition for the curtailment of facilities now furnished to the public. He preferred to leave the economical and proper management of each line to its own directors and officers; and when the millions referred to shall have been secured from the increased rates, to allow the results which might accrue to their stockholders, to be matters for their consideration. Nor was he willing, to change a policy which had involved much thought, care and large means (of other parties) to bring it into active usefulness—a policy that had increased the net revenues of the Pennsylvania Railroad Company without any outlay of money, and which was of most essential aid to some of its connecting lines, besides furnishing greatly improved facilities for the business public, the value and importance of which are very fully set forth in the twelfth annual report of the Boston Board of Trade.

Mr. Scott said that for all the purposes of the Convention, the fast freight organizations on the Pennsylvania Railroad were as much under the control of that Company as were the agents of any company represented in this Convention under the control of the Company which employed them. He had before expressed and now reiterated his willingness to exercise such absolute control over all the agents of the Company and freight organizations doing business over the Pennsylvania Railroad, as may be necessary to secure the strictest compliance with every rule which shall be agreed upon to insure stability of rates. He could not help thinking that the real purpose of these proceedings was to deprive the Pennsylvania Railroad Company of an efficient and cheap auxiliary to its business rather than to save "millions" to railway corporations. For ten years the Pennsylvania Railroad Company conducted its transportation business in competition with other main lines which employed fast freight organizations and numerous agencies, which had the widest latitude in carrying on their business, and which finally began to carry Philadelphia trade via New York to the West. Believing

the system to be fastened upon the railway economy of the country, and to meet the policy as established for years, by the New York lines, the Pennsylvania Railroad Company had procured the organization of a line, that is now managed by some of the most experienced transportation men of the country, upon principles which give to the Railroad Company the closest supervision and control as to rates and the manner of conducting the entire business, and which entails the smallest tax upon the Company that it pays for any similar service. This organization extends over nearly two thousand miles of connecting roads whose views of policy and right the Pennsylvania Railroad Company cannot ignore. If the parties who are now so anxious to break up the organizations operating over the Pennsylvania Railroad, will try for one year an experiment which the Pennsylvania Railroad Company tried for ten years, in competition with some of them, we may then be able to make some other arrangements with all the parties that will be satisfactory to them, and perhaps properly provide for the wants of the public.

Mr. Diven offered the following resolution as a substitute for that under consideration, which was unanimously adopted:

Resolved, That neither party shall, after the 1st of June next, directly or indirectly employ runners, ticket sellers, or agents, or retain those now in their employ, for the purpose of soliciting passengers of any class who are compensated by way of commission or drawback for procuring passengers for their respective roads; and that each party will refuse to sell through tickets over any line connecting directly or by means of other roads that shall not withdraw on or before June 10th, 1866, such agents, ticket sellers, or runners as are paid by commissions, or shall not conform to the stipulation of this resolution, in relation to commissions for procuring passengers. It is not intended hereby to prohibit either party from renting offices or employing agents on salary, so long as such agents refrain from offering any pecuniary or other reward to any passenger or person controlling passengers by way of drawback, back hire, free passes, or any inducement whatever, other than by recommending the line for which he sells tickets, and any agent violating any of these provisions shall be dismissed, and when practicable his office be abolished; nor shall any officer, agent, or employee of any other company be paid a salary or be employed to secure passenger traffic.

Offices for the sale of tickets may be established by the Commissioner in such hotels or other public places outside of the terminal offices of the respective lines, and the regular offices of the parties to this agreement in the cities of New York, Boston, Philadelphia and Baltimore, as to him may seem needful to fully accommodate the wants of the traveling public. The agents appointed by the Commissioner for all such agencies, and the locations thereof, shall be subject to the approval of the parties hereto. At all agencies so established, tickets shall be sold over each of the lines furnishing them without discrimination of any kind whatever; and said agents shall make a charge, over and above the published fares, of twenty five cents on each ticket sold by them, the revenue resulting from such extra charge to be used for the purpose of defraying the expenses of the extra offices provided by the Commissioner. If the charge thus made shall not be sufficient to pay the expenses of agents and extra offices so established, then the deficiency shall be paid by

the parties hereto in proportion to the gross sale of tickets in all such agencies over their respective lines.

And further, that in addition to the terminal office of each route in the cities referred to, each Company may have but one additional office for freight and passengers, to be maintained (under the terms and restrictions of this resolution,) by the Company establishing the office.

The following resolutions were unanimously adopted:

Resolved, That a revision of the rates of transportation of freights, West and East, be referred to the General Freight Agents of the parties hereto, for immediate action, for the purpose of making a general advance of rates from time to time, and maintaining them when made.

Resolved, That fifteen hundred copies of the minutes and proceedings of the Convention be printed for distribution.

Resolved, That this Convention adjourns subject to the call of the Commissioner, or of any two of the four trunk lines, upon giving five days notice.

Report of the Committee on Coinage, Weights and Measures,

After the examination of an accumulation of messages, reports, petitions, memorials and Congressional bills on the subjects referred to it, the House Committee on Coinage, Weights and Measures has submitted a lengthy report exhibiting the whole history of the efforts made in this country since the adoption of the Constitution to substitute for the system of weights and measures now in use one that shall be "at once simple, complete uniform and decimal in its relations." A vast amount of testimony, collected from all the nations of the world with which our country has commercial intercourse, has been compared and digested, and the facts thus elicited are set forth in the report.

The Committee is of the opinion that, "in respect to the gold and silver coinage of the United States, no specific change can, with propriety be recommended for immediate adoption; and suggests that a commissioner to the Paris Exposition in 1867 be authorized to confer with commissioners from other nations on the subject of the establishment of a system of coinage of uniform value for all nations.

But the Committee makes no recommendation of any specific measure beyond the resolution submitted to the House. The conviction is clear that international uniformity is of the utmost importance for the convenience of our external trade, and of our general intercourse with foreign nations; and that at this time, especially, it is the duty of the Government to prosecute with energy its efforts to effect an agreement with the leading nations of Europe on this subject. The consent of the United States, of England and of France, would necessarily ultimate in the consent of all commercial nations.

On the subject of weights and measures, the Committee reports more fully and definitely. The history of the origin and growth of our present system is presented, together with the efforts made by Congress, the State and Treasury Departments, to effect a change. The arguments contained in the report made to the Senate by John Quincy Adams, Secretary of State, in 1817, are reproduced to show the importance to commerce of a uniform system of weights and measures. Mr. Adams, upon full investigation of the system then in use,

regarded the metric system with much favor, and believed that it approached most nearly to the ideal perfection of uniformity in weights and measures, and that it would, therefore, in time, be introduced into the commerce of all nations. He recommended the Government to consult with foreign nations, for the purpose of establishing a universal and permanent system that would be recognized and employed throughout the civilized world.

Congress authorized the construction of standards of the common measure of length, weight and capacity, and their distribution throughout the States, but has hitherto failed to take a decisive step in advance. Meanwhile other governments, acting separately, have produced the very evils of want of uniformity which Secretary Adams sought to avoid.

During the last ten years the people of this country have frequently petitioned Congress, either by direct memorials or through the State Legislatures, to take steps looking to the establishment of a system of weights and measures that would be uniform with those of other nations. In 1863, by request of the Secretary of the Treasury, the National Academy of Sciences appointed a committee to investigate this subject, and instructed it to report to the committee of the House of Representatives. The National Academy's committee made an exhaustive investigation, and reported the results of their labors through the appropriate committee to the House. From this report it appears that though the United States was the first to move in the direction of a decimal system resting upon a natural and universally attainable standard, the effect of the delay of the Government, with a view to harmony in action with England, has been to render it possible that we will be among the last in the column of nations to take this great step in civilization.

In France, Spain, Belgium and Portugal, it has been established by the exclusion of other weights and measures. In Holland other weights are allowed in compounding medicines only. Sardinia and Lombardy have long possessed the system, and it has now been extended to the whole of Italy. Greece has introduced it with some modifications. In Austria, and most of the other German States the half kilogram has been for some time a common unit of weight in the custom house and on railways. During the past year delegates of all the German States, at a meeting at Frankfurt-on-the-Main, signed a convention agreeing to introduce into the several States systems of which the meter should be the basis. Prussia, which had previously withheld assent, thus appears to join in the common movement. Switzerland will necessarily follow Germany, and already has units that are aliquot parts of the metre and the kilogram. The King of Sweden and Norway has appointed a commission to consider and report on the best mode of introducing the metric system among its subjects. Denmark may be expected to follow the recommendation of the Scandinavian convention that advised it. We have the assurance of M. Kupfer, the distinguished superintendent of weights and measures of the Russian Empire, that if England should adopt the metric system, Russia would also adopt it.

The system has also made great progress among the States upon this continent.

Six years since it was adopted by the Mexican Republic, and its use decreed at once in the public offices, and after a certain period in private contracts. It was introduced into Chili in 1848, and is compulsory from the 1st

of June, 1865. In the United States of Columbia, and in Venezuela, it has been in use along with other weights and measures since 1853. In Brazil the metre is used for cloth measure, and the litre for wine measure. In Equador the system was decreed to come into full operation on the 15th of October next. In Guatemala, San Salvador, and the Argentine Republic, it is in partial use among the people.

The action of England is, however, of much greater importance to us. On the 8th of April, 1862, the House of Commons appointed a select committee of fifteen members to "consider the practicability of adopting a simple and uniform system of weights and measures, with a view not only to the benefit of internal trade, but to facilitate trade and intercourse with foreign countries." A bill, prepared and reported by this committee, authorizing the use of the metric system of weights and measures, passed both Houses of Parliament, and has become a law.

The general consent of so many nations, deeply interested in the promotion of trade, and in popular progress, affords in itself an argument almost conclusive for, first, uniformity; second, decimalization; and, third, the metric plan.

In addition to the perplexities in commerce growing out of a want of uniformity, the use of our tables of *avoirdupois*, *troy* and *apothecaries* weights, with their grains, scruples, pennyweights, drachms, ounces and pounds, and the impractical divisions of our system of linear measure, multiply most seriously the arithmetical calculations in ordinary business transactions. By the use of a decimal system the calculations required in popular trade could be computed by any person familiar with the simplest relations of numbers, and without pencil or paper to aid the mind, now embarrassed by their complexity. But with the actual system in use, in the table of lengths, we ascend by the factors 12, 3, 5, 40, 8 and 3; or else by 7 23 25, 25, 4 and 80.

In weights we have three series, nearly distinct—*Avoirdupois*, *Troy*, and *Apothecary's*. The only unit is the grain. In the first we ascend from the grain by the factors 27 11-32, 16, 16, 25 or 26, 4, and 20; in the second the factors are 24, 20 and 12; in the third, 20, 3, 8 and 12.

In measures of capacity there are simple relations between the several liquid measures, as well as between the dry measures, and also the cubic measures; yet, in comparing the measures of the three different series, there are no useful relations whatever.

The metrical system is orderly, simple, and perfectly harmonious, having useful relations between all its parts. It is based on the meter, which is a measure of length, and was intended to be, and is very nearly, one ten-millionth of the distance on the earth's surface from the equator to the pole. It is 29.37 inches, very nearly.

The are is a surface equal to a square whose side is 10 meters. It is nearly four square rods.

The litre is the unit for measuring capacity, and is equal to the contents of a cube whose edge is a tenth part of the meter. It is a little more than a wine-quart.

The gram is the unit of weight, and is the weight of a cube of water, each edge of the cube being one one hundredth of the meter. It is equal to 15.432 grains.

The stire is a cubic meter.

Each of these units is divided decimally, and larger units are formed by multiples of 10, 100, &c. The successive multiples are

designated by the prefixes, deka, hecto, kilo, and myria; the subordinate parts by deci, centi, and milli; each having its own numerical significance.

The nomenclature, simple as it is in theory, and designed from its origin to be universal, can only become familiar by use. We are already familiar with thermometer, barometer, diameter, gasometer, with telegram, monogram, etc.—words formed in the same manner.

When it is remembered that of the value of our exports and imports in the year ending June 30, 1866, was \$762,000,000, the amount of near \$700,000,000 was with nations and their dependencies that have now authorized, or taken the preliminary steps to authorize, the metric system, even denominational uniformity for the use of accountants in such vast transactions assumes an importance significance. Words of such universal employment should represent the identical thing intended, and no other, and the law of association would soon familiarize them.

This system is already used in some localities and trades in this country. The manufacturers of Fairbank's Scales have for many years had an export trade, also an increasing home demand, for scales and weights made on the metric system. In some of the States the use of these weights and measures would be a violation of law, and, in order to remove this liability, the committee recommends that their use be legalized among traders that desire to employ them. A bill is reported by the committee, which provides for the gradual introduction of the decimal system, based on the metric unit, leaving it to the option of the tradesmen whether they will use the old or the new system. This is done with the hope that, as the people become familiar with the nomenclature and the more simple operations of the system, it will meet with such general favor as to secure its speedy adoption as the legal and exclusive standard in this country. —*Tribune*.

One of the California Copper Mines.

(From U. S. R. R. and Mining Register.)

All the signs of the times betoken that, in California on the North Pacific, as well as in Chile on the South Pacific, the States of Michigan has a rival which threatens to displace her copper product from the seaboard market, unless bad men be forced to succumb to the rule of good men, and falsehood be treated as a secondary consideration to truth, in the Lake Superior Copper region.

Certain fellows, who bank on audacity and supplication—who are braggarts or beggars according as they petition a genuine man or domineer an effigy of the male gender—must be driven into exile or be transformed into "hewers of wood and drawers of water," else will tidewater investors, of copper mining proclivities, prefer California to Michigan. A year or two hence, and the record of events will demonstrate the truth of this assertion.

[There are other localities where copper mining will eventually become profitable. The rich veins and lodes of New Mexico and Arizona, as soon as proper protection is afforded by the Government, will send their treasures to market. The Hanover mine, on the Meintris, in New Mexico, before the war profitably sent many tons to New York, where it commanded from one to two cents per pound more than Lake Superior copper. As to the

extent of the mine it is, practically, inexhaustible —*Ed Record*]

In proof of what is transpiring in the California copper region, we here copy from the *San Francisco Mining Press*, of April 21, an extract of a letter dated Copperopolis, March 21, 1866:

"UNION COPPER MINE—The vein on which this mine is located, lies in a northwest and southeast direction, and dipping to the eastward at an angle of sixteen to twenty degrees, the foot wall being a dyke of serpentine, some twenty or thirty feet wide, and the hanging wall the ordinary slate of the country. The claim consists of 1,950 feet, and has been open for a distance of 800 feet from the northern end. The main shaft is vertical, and has reached a depth of 480 feet, with levels running each way at depths of 72, 106, 150, 200, 300 and 384 feet respectively. A cross is being started for a level, at the bottom of the shaft. The shaft cuts the vein at a depth of seventy-two feet, at which point it is eight feet wide, the chimney extending a distance of about 100 feet. From this down to the 200 foot level it steadily increases in width until at that point it is from twenty-five to forty feet, the average of this level and the one next below being about thirty feet. On the two lower levels, the chimney has not yet been struck. As far down as this chimney has been traced, its length is about the same (100 feet, while it dips to the northward, by the measurement of Mr. Petherick, at an angle of about sixty degrees. At the north end of the main 'chute' of the ore the vein is divided by a 'horse,' which extends through this claim and the Keystone, forming two distinct veins. In the north shaft of the Union, the western vein is from four to five feet thick, and the eastern about three, on the lowest level in that shaft, a depth of 170 feet. At the south end of the chimney there is but one narrow vein, which in the south shaft has an average width of three feet, with from twenty to twenty-four inches of concentrated ore. I was told by the Superintendent, Mr. Balch, that nearly 25,000 tons of ore had been shipped during the past year, and he estimates that that there are about 50,000 tons more in sight.

"There are now about 195 men in the employ of the company, nearly half of whom are employed in assorting the ores for shipment, as the low grade ores, being mixed with a large quantity of slate, require to be broken up and selected by hand. The machinery for hoisting and pumping is, as may be expected in such a mine, of the very best. In the main shaft a safety cage is used, which is the invention of Mr. Wm. N. Shaw, one of the employes of the company, which is one of the most perfect working machines of the kind in use."

The Liability of Telegraph Companies for Incorrect Messages.

The Supreme Court of the State of Missouri at its March session, 1869, has just reversed the ruling of the Court below in the case of "John Wann, vs the Western Union Telegraph Company," and has rendered a decision of great importance not only to telegraph companies but to the commercial public in general. The plaintiff in the Court below recovered a judgment against the Company for about \$1,100 on account of the erroneous transmission of a message by which the plaintiff correspondent in New York was instructed to send and did send a cargo of salt

from New York to Chicago by railroad instead of by vessel as per the original despatch, to the damage of plaintiff by way of additional freight paid, in the sum of \$1,100. The Telegraph Company defended on various grounds, and among other things claimed that they were not liable because the dispatch was not "repeated back" from the station at which it was to be delivered to the station from which it was originally sent," and an additional tariff paid therefor as required by the rules and regulations of the Company as a condition of responsibility.

The Court below charged the jury that the company was liable as a common carrier, and their liability was not restricted by their published rules and regulations, and the jury found accordingly.

The Supreme Court of the State, in overruling this decision, quotes approvingly the case of *Birney vs. The Telegraph Company*, "18 Maryland which decided the Telegraph Company were not common carriers, nor liable as such, but merely bailees for hire; and uses the following language in sustaining the validity of their rules and regulations.

"Whether we regard telegraph companies as common carriers or as bailees we see no reason why they may not specially limit their liabilities. We see nothing unreasonable in their declaring they will not be responsible for unrepeated messages. We think this restriction of liability comes within the intention of the regulations provided for in the statute. The system of telegraphing, however perfect it may be, is seriously affected by atmospheric causes which are uncontrollable, and if a man wants to send a message of an important character, prudence and wisdom would seem to dictate that he should have repeated it in order to be assured of its correct transmission. And, as the repetition imposes additional labor, it is surely justice that an enhanced price be paid. If the Company undertakes to insure the accuracy of the message, and assumes additional risk, it should be paid accordingly.

"The message sued by the plaintiff was one of importance; he could have demonstrated its perfect correctness by having it repeated at a trifling sum, and he was fully cognizant of the regulations of the Company."

The judgment was therefor reversed, and the case remanded—all the Judges present concurring.

Work has been commenced on the new line of road between Union City and Logansport, Indiana, and it is expected the work will be completed by January next, when the through line will be opened for traffic. The route is as follows:

From Pittsburg over the Pan-handle Road to Steubenville, the Steubenville Railroad to Columbus, the Columbus & Indiana Central to Union City, then over the new link now building to Logansport, and thence over the Chicago & Great Eastern Railway 117 miles to Chicago. From Pittsburg to Logansport the different links are controlled by the same parties, some of whom are said to be in the interest of the Pennsylvania Central; the grades are reputed to be more favorable than over the Pittsburg, Fort Wayne & Chicago Railroad, and as the Pan-handle Road has much the best entrance into the City of Pittsburg, and the trains can be run through in as short a time as by the other route, making the same connections at Pittsburg for the East and West, this new line cannot fail to be a popular one, and to command a large share of the through traffic.

Chicago and Milwaukee Railway.

The following important circular has been issued from the office of the General Sup't of the Chicago & Northwestern Railway:

OFFICE OF THE GEN'L SUPERINTENDENT }
CHICAGO & NORTHWESTERN R. R. Co. }
CHICAGO, May 8th, 1865.

Accompanying this you will find the general notice of the Vice-president of this company. In pursuance of which you are hereby notified that I have this day taken charge of the railway and other property of the Chicago & Milwaukee Railway Company, and that it will hereafter be known as the Milwaukee Division of the Chicago & Northwestern Railway.

Until further orders from the office, the officers and agents of the Chicago & Milwaukee Railway Company, will continue in the discharge of their respective duties, under the direction of Mr. C. C. Wheeler, the Division Superintendent.

All rules and regulations, either special or general, heretofore in force upon the Chicago & Milwaukee Railway, will also be continued until further orders.

Station agents will continue to keep their accounts and make their reports as heretofore, until they receive other directions from T. P. Hart, general accountant of the company.

GEO. L. DUNLAP,
General Sup't.

The Board of Directors of the Chicago & Milwaukee Railway last year was largely composed of men in the Northwestern interest, but it is but recently that a transfer of the stock has been effected, and that road come under the control of the Northwestern. Henceforth it will be run as a branch of that immense line, which, with its branches, is now composed of over a thousand miles of road in active operation — *West. R.R. Gaz.*

Dayton & Michigan Railroad — annual Election of Officers.

At the annual meeting of the stockholders of the D. & M. R. R. Co., on Monday, at Toledo, the following Directors were elected for the ensuing year: S. S. L'Hommedieu, John W. Hartwell, John Young, H. S. Conklin, Preserved Smith, Geo. H. Hill, M. R. Waite, R. M. Shoemaker, Daniel McLaren.

The committee on consolidation with the C. H. & D. R. R. reported in favor of the project.

The officers of the Company elected are as follows:

President—S. S. L'Hommedieu.
Vice President—John W. Hartwell.
Secretary and Treasurer—F. H. Short.
General Superintendent—Daniel McLaren.
Assistant Superintendent—John H. Weller.

A Street Railroad Case.

An important decision was rendered in the Superior Court of New York, a few days ago, in a case where a passenger, after requesting the conductor to stop the car, pulled the strap, stopped the car and alighted. In touching the ground his foot touched a round stone, causing him to tumble over on the opposite track; that while in this condition, another car coming down town ran over him, although he screamed and called to the driver to stop. His right leg was thereby broken, and he sustained permanent injuries, greatly impairing his facilities for walking hereafter.

At the conclusion of the case for plaintiff, defendant's counsel moved to dismiss the complaint, on the ground that the plaintiff had contributed by his own act to the accident, by getting off the car on the side next the track, and also by stopping the car at the wrong place.

Judge Monell decided that passengers had no right to get off the car while in motion, but that whenever the car stopped, no matter where or how, passengers had a perfect right to leave the cars, in spite of any regulations to the contrary. As regards the getting off on the track side, he would hold that the public had as much right to use a public highway as the railroad corporations. Any other rule would be to destroy all right of travel. He would, therefore, not grant a nonsuit, but allow the case to go to the jury.

RAILROAD ITEMS.

The stockholders of the Indianapolis & Cincinnati Railroad Company met Wednesday at Morris, to take action relative to the consolidation, which was, however, deferred one week on account of the injunction granted to A. L. Mowry, Esq.

MARIETTA & CINCINNATI RAILROAD COMPANY.

Statement of approximate earnings for the first week in June, 1866:

	1866.	1865.
Passengers.....	\$ 8,236	\$ 8,437 63
Freight.....	14,140	8,115 32
Mail, Express and Telegraph...	1,800	1,200 00
Total.....	\$24,246	\$17,794 00
Total for the fiscal year, commencing 1st January.....	\$459,911	\$452,064 65

PITTSBURG, FT. WAYNE & CHICAGO RAILROAD.

The comparative earnings of the Pittsburg, Ft. Wayne & Chicago Railroad for the month of May, were:

May, 1866.....	\$672,628 17
May, 1865.....	637,186 16
Increase.....	\$ 35,442 01
Increase over 1864.....	\$132,384 44

The Chicago & Great Eastern Railway Company, for the fourth week in May, earned:

1866.....	\$35,787
1865.....	19,963

Increase.....\$15,824

For the month of May:

1866.....	\$108,973
1865.....	76,674

Increase.....\$32,299

From January 1st to May 31st:

1866.....	\$190,911
1865.....	390,758

Increase.....\$100,152

A portion of the tunnel on the Mount Joy branch of the Pennsylvania Railroad fell in on the 21st May.

Nenaha county, Kansas, has voted \$125,000 for the St. Joseph & Denver Railroad, and Doniphan, Brown, and Marshall counties, in that State, are expected to emulate so good an example.

The receipts of the Great Western Railway for last year were \$5,511,233, expenses \$3,686,033, and net earnings \$2,125,200.

The Pittsburg & Fort Wayne Railroad Company are running sleeping cars from Chicago to New York without change.

A gang of men are working upon the double track of the Hudson River Railroad. There are only thirty miles of single track between Albany and New York.

A delegation consisting of President Smith, Vice Pres't, Peter Melindy, Gov. Stone, and others interested in the Iowa Central Railroad, have been on a visit to St. Louis, on business connected with that enterprise.

The City Council of Indianapolis have voted a tax of \$150,000 to aid in the construction of the Indianapolis and Danville railroad, the Indiana and Illinois Central Railroad, and the Vincennes Railroad,—to be distributed *pro rata*.

The Milwaukee & St. Paul Railroad bridge over the Wisconsin river, at Kilburn City, was destroyed by fire on the 20th inst. The flames originated, it is supposed, from the sparks of a passing locomotive. The bridge was built by Mr. Boomer of this city, in 1857, at a cost of \$25,000. It was 450 feet long and 72 feet above the water, built on the Howe truss plan, and one of the best railroad bridges in the State.

The New York & Harlem Railroad Company, at their annual election, held on the 15th of May, elected the following gentlemen directors for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, William C. Wetmore, Horace F. Clark, A. B. Baylis, Augustus Schell, Jas. H. Bunker, John Stewart, John M. Tobin, Hiram Cranston, John B. Dutcher, Oliver Charlick and William A. Kissam. At a meeting of the directors, the following day, Cornelius Vanderbilt was re-elected President, and William H. Vanderbilt Vice President.

NORTH SHORE OF LAKE SUPERIOR.—The *Toronto Globe* says that the mining season on the North Shore of Lake Superior is likely to be a lively one. The Detroit Exploring Company, whose formation we have previously noticed, will send an expedition in a few days to Michipicoton, where they will commence operations early next month. The Batchewaning Company will also dispatch a force immediately to push forward their railway, and complete preparations for opening their mines on an extensive scale. An expedition, on Canadian account has been sent to examine the iron mines north of the township of Palmer, with the intention of forming a company for the purpose of working them.

MONETARY AND COMMERCIAL.

The money market rules close, and paper not strictly first class is difficult to negotiate at low figures. The demand, however, is not very great, yet sufficient to fully absorb nearly all the surplus of discount houses, hence ruling second and third selections outside. The European news is still unsettled and portentous, politically and financially. All parties are talking somewhat of peace, yet making vigorous and gigantic preparations for war.

Capitalists in Europe see the threatening storm, and are, as the sailors say, "taking in sail,"—our bonds are steadily and constantly being returned, and our gold taken back in exchange. Under these circumstances it is to be expected that the market will continue to be more or less excited, and many great and sudden changes occur.

	Opening.	Highest	Lowest.	Closing
June 5.....	144%	147	144%	146
" 6.....	144%	145%	144%	141%
" 7.....	145%	145%	142%	142%
" 8.....	140%	141%	139	139
" 9.....	140%	139%	139%	139%
" 11.....	138%	139%	137%	139%
" 12.....	143%	143%	141%	143
" 13.....	143%	143%	142%	145%

The supply of exchange is again in excess of the demand, and the market heavy. The quotations are:

	Buying.	Selling.
New York.....	1-0 @ 50c dis.	par
Philadelphia.....	1-10 @ 50c dis.	par
Boston.....	1-10 @ 50c dis.	par
Gold.....	143 1/2 @ 144	14 1/2
Silver.....	135 @ 137	138 @ 139

We understand that the Cincinnati & Indianapolis Junction Railroad are in the market with a first mortgage bond, and that about \$100,000 of the amount have already been taken at 65 cents on the dollar. The old indebtedness of this company has been converted into preferred stock, and the money now being obtained is to carry the road through to completion. The inhabitants along the line are doing their part towards its construction.

The following from the *Tribune* of Wednesday gives the spirit of the New York market:

Government stocks were steady under the decline in London. In State bonds, Railway mortgages, and Bank stocks a small business. Railway shares are sluggish, and the amount of business small. The cliques supporting various shares carry their load with ease, but are unable to attract buyers in force to relieve them of their stocks at a profit. The approach of the Summer vacation is steadily reducing the volume of business, and commission houses, to use their own words, are not making their salt. The Scotia brings considerable Erie stock, and it is evident that under the recent disclosures as to the management of the concern European holders are inclined to close out. The May earnings are reported as showing a decrease of \$300,000. Fort Wayne was in more demand under the increased traffic in May. At the Second Board, the market was dull and steady. After the call Erie advanced to 62 1/2, closing at 62 1/2 bid. The balance of the market was steady, but without animation. Fort Wayne sold at 98, an advance of 2 1/2 per cent. The closing prices were: New York Central, 97 3/4 @ 97 1/2; Erie, 62 3/4 @ 62 1/2; Hudson River 109 3/4 @ 110 3/4; Reading, 109 3/4 @ 109 1/2; Michigan Southern, 79 3/4 @ 79 1/2; Illinois Central Scrip, 120 1/2 @ 121; Cleveland & Pittsburgh, 83 1/2 @ 82 1/2; Cleveland & Toledo, 104 1/2 @ 104 1/2; Rock Island, 92 @ 92 1/2; Northwestern, 30 1/2 @ 30 1/2; do. Preferred, 59 7/8 @ 60; Fort Wayne, 97 3/4 @ 97 1/2.

Money is abundant at 5 @ 6 per cent. to brokers, and much more is offered than they can use. In commercial paper the rates are unchanged; very prime short bills can be used at the rates for call loans. Good bills sell at 6 @ 9, but in all cases short bills have the preference at low interest.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON,

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.**THE CORK CAR SPRING COMPANY**

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1.	10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 "	" 6 1/2 "	35 "
3, 8 "	" 11 "	35 "
4, 8 "	" 9 "	35 "
5, 7 1/2 "	" 6 1/2 "	30 "
6, 10 "	" 8 "	40 "
7, 7 1/2 "	" 8 "	35 "

PHILIP S. JUSTICE, President.**No. 14 N. Fifth St., Philadelphia.****No. 42 Cliff St., New York.**

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....**6.00 A. M.**
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....**9.00 A. M.**
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....**3.30 P. M.**
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....**4.00 P. M.**
Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....**5.35 P. M.**
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....**7.00 P. M.**
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....**11.40 P. M.**
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8 50 A. M.
Springfield & St. Joseph Ex.....	1 20 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	5 00 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4 30 P. M.	8 20 A. M.
Harrison Accommodation.....	10 10 A. M.	2 30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAIL-
ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.

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Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M.
Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M.
The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequaled by any Railway on this Continent.

Sleeping Cars on night trains.
11 P. M. Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of C. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 89 West Fourth
street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 2 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

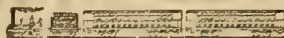
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:49 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	2:14 "	4:19 "
GALLIEN.....	4:55 "	5:25 "
MANASSAS.....	5:15 "	6:30 "
AKRON.....	8:32 "	9:0 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSPURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:5 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:0 P. M.	1:41 A. M.
PHILADELPHIA.....	5:31 "	6:10 "
BALTIMORE.....	5:31 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a traveler the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

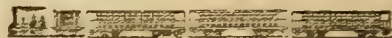
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front Streets, and at No. 80 Fourth Street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLEARN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:00 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.
11:00 a. m.; 3:00; 3:30; 5:30; 7:20 and 11:30 p. m. for Elizabethtown.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.
For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.

3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.); 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:00 (Ex.); 12:55 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

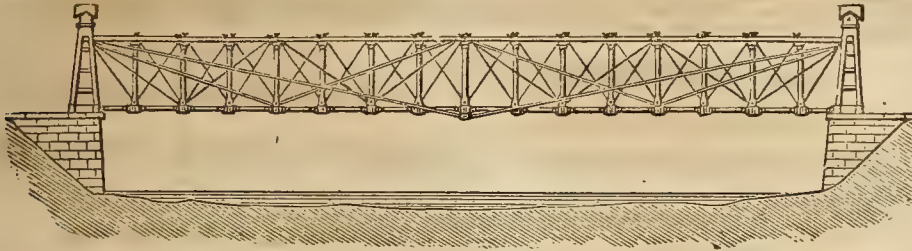
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 6 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enable us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings, every description of Copper, Sheet Iron and Boiler Work; and every article pertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine

SUPPLIES,

—AND—

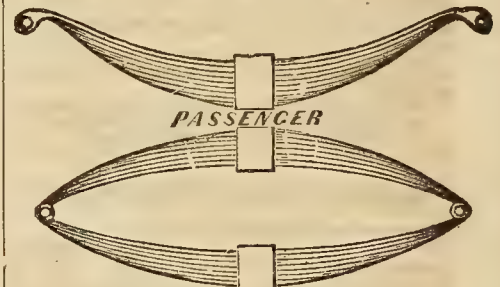
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned, agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, & Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI,

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in mission only: negotiates Loans and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.
The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City.....	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 1 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Passengers call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND SUNDAYS EXCEPTED):

	Depart.	Arrive.
Louisville, St. Louis and Cairo Depart.	7 30 A. M.	8 00 A. M.
Mail.....	7 30 A. M.	8 00 A. M.
St. Louis, Cairo, & Louisville.....	7 50 P. M.	11 00 P. M.
Louisville, Special Train.....	3 45 P. M.	11 50 P. M.

One train on Sundays, through to St. Louis and Cairo at 7 50 P. M.

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. GRIFFIN, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 3:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omni-buses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4:30 (Express Monday excepted), 8:05 A. M.; 12 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M.

Leave Baltimore for North and West, 8:35 A. M.; 9:56 A. M. (Express); 1:35 P. M. (Express); 7:10 P. M.; 10:44 P. M. Express

On Sundays, 10:24 P. M.

Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON, } Editors

CINCINNATI:
THURSDAY, JUNE 21, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

THE LAW OF NEWSPAPERS.

If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	6:00 A. M.	6:30 P. M.
Mail.....	9:40 A. M.	6:20 A. M.
Mtford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express.....	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail ..	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail ..	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....		8:15 A. M.
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
" ".....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:30 A. M.

The Power of Coal and the Need of Manufactories in the West.

Whoever reads the Debates in the British Parliament, must have been struck by a recent speech of Sir William Gladstone. That speech was on what is called the "Budget," that is, the taxes and revenues, and expenses of the United Kingdom. Of course, this involved the resources of the country. This brought Mr. Gladstone to coal. Now, singular as it may seem, the statesmen and men of science in England are much exercised about a question, which seems to us impossible. This is the *exhaustion* of coal. To us, the exhaustion of coal seems about as probable, as the exhaustion of the sun, or air, or ocean. The two great coal fields of our country, both in the Valley of the Mississippi, are either of them much greater than the whole of Great Britain; and the coal in them, lies in successive seams, so near the surface, that they are easily workable almost without capital. An exhaustion of coal is here an absolute impossibility; and to hear it spoken of as approaching near in Great Britain is to us a strange idea. There seems, however, no reason to doubt that such a fact is possible, or that it may be near. It made the topic of one of the most interesting discussions we have read in the proceedings of Legislative bodies. Sir William Gladstone stated on what seems reliable authority, that at the present rate of consumption, the available coal, the coal to be had at moderate cost in Great Britain, would be exhausted within a hundred years. To the present generation, indifferent to the future, this may be unimportant. But to a statesman it cannot be, for the country outlives many generations; and the exhaustion of coal in Great Britain implies a total *revolution* in industry, commerce, and even moral and political condition. If such an exhaustion were to take place to-day, no country on earth was ever so totally and completely revolutionized as Great Britain would be. Two-thirds of its commerce would be destroyed; its factories stop; and its people emigrate. The whole condition and structure of the British Empire would be changed. With its great moral and political changes would take place, and the immense power of Britain be reduced to narrow and unimportant dimensions. Such is the vast results of coal, when made available by industry and commerce. But such a picture of its positive power in Great Britain brings before us at once most vividly what a tremendous power it may be and will be in this country, where coal is almost as much diffused as water, and apparently as exhaustless. We have heard a great deal about Cotton being King. But, although cotton is more profitable in this country than in any other, yet cotton is almost nothing in comparison with coal. It is coal only, which makes cotton available, by cheap manufactures. But, disregarding

that, when coal comes to be an almost universal fuel, when it becomes the almost only motive power of machinery, as it is fast becoming, coal becomes in its mere money value, greater than any other article of commerce.

This brings us at once to the great question, how soon, and how will the immense depositaries of coal in the Valley of the Ohio be made available to the development of this country? As yet, we have only touched the coal seams. What we have done is a mere nothing, compared to what we must do. For half a century in the Ohio Valley, little has been done but agriculture. This is natural and necessary, for bread is the first want of life, and never was a more fertile land; but, so rapid is the progress of population, so well cultivated already the best lands, that another want has sprung up of *pressing necessity*. This is manufactures; manufacture of wool, and cotton, and iron, and flax.

Mr. Gladstone says, with truth, that two-thirds the immense commerce and manufactures of Great Britain depended on coal. Suppose, then, as is the case now in the Valley of the Ohio, that this coal lay almost entirely undeveloped, what a vast wealth in commerce and manufactures would lie before it! This is exactly the case here: manufactures is now *the need of the Ohio Valley*. We raise grain to feed double our population, while on the other hand, we have coal, iron, lead and zinc untouched. Nowhere on earth would manufacturing produce larger results, than in this Valley of the Ohio. The bread is raised cheap. The materials and the machinery are at hand. In fine, everything exists to make manufactures here prosperous; and, not only this, but that which is perhaps of the greatest consequence is here, a *market of indefinite extent*. We are now importing every species of cloth, from every quarter of the world; while wool, cotton, coal, iron, and machinery are all at our doors. Just look at this market! Take the growth of the five Northwestern States alone in the last sixteen years:

In 1850.....	4,400,000
In 1860.....	6,700,000
In 1866.....	8,000,000

Here is a population of eight millions, which is more than double what these States had twenty years ago. This growth will not materially diminish for twenty years to come. Add the population of Kentucky and Tennessee, for which Cincinnati is the principal manufacturer, and we have a population of ten millions, with half a million added every year, having a constant demand for manufactures of every description. No market equal to it exists in the world.

Now, let us look at the other side, at the coal and iron, which make the basis of profitable manufacturing. In Ohio, there are *twenty counties* of coal, making nearly ten

thousand square miles of coal! In Kentucky are probably fifteen thousand square miles of coal; in Western Virginia, an equal amount, and in Illinois five thousand. In fine, in the Valley of the Ohio, are not less than 50,000 square miles of coal. It lies in successive strata, and some of the most valuable beds close to the surface, accessible to navigable water-courses and to railroads. In the midst of these coal strata, in Ohio, Kentucky, and Illinois, there lies the strata of iron of every variety, and quantity, and quality. We have then these four great facts to demand the creation of, and make the profit of manufactures. 1. An instant and pressing need, and market for all manufactured goods. 2. The raw material of cotton, wool, and iron in indefinite quantities. 3. The iron for machinery; and—4th and most important, unlimited quantities of coal for the motive power, of the best quality, and the least cost.

It is evident, therefore, that at some time manufactures must be the great and leading interest in large sections of the central West. The great obstacle heretofore to manufactures West, has been the want of surplus capital, but that difficulty is fast disappearing. In Ohio and in several other parts of the Central Section, capital is fast accumulating, and looking out for employment. If the facts we have here very briefly stated could be attentively considered, it would be soon apparent, that no more profitable employment for money can be found, than in the establishment of manufactures in the Western coal and iron fields; and the time has come, when the proper development of those fields is absolutely necessary to secure the wealth which lies hidden in the earth, and furnish markets for the surplus grain of the North-West. This will, no doubt, be the next theatre in which enterprise will be actively engaged.

Cincinnati and Southern Railroad Connections.

I have hesitated to touch this subject. The RAILROAD RECORD, with its accustomed zeal and sagacity with respect to railroad projects of a beneficial nature, is so at home on the subject, and has published articles from its editorial chair so accurate, and accompanied by leading facts so demonstrative on the subject, that as far as the abstract question of proof in relation to its proposed Southern extension is concerned, the argument is unanswerable. I do not hesitate in the least in a concurrence in its opinion that the two great Southern Railroads which it proposes and insists upon, the one to Norfolk, and the other by Knoxville or Morristown (Morristown preferred), will, with the inevitable collateral railroads resulting therefrom, make Cincinnati as populous and opulent as Pekin or Paris, the former having a population of two millions (2,000,000), the latter a population of one

million eight hundred thousand (1,800,000). Pekin is the metropolis of the most ancient nation of the world, and the most populous; of all existing heathen nations that which has the best principles of morality. The great pervading conservative principle of its Government has been and is, respect for parents, which, in accordance with the first commandment with promise, notwithstanding the evils and disadvantages of heathenism, has made it and maintained it one of the most populous and best governed nations on earth. Paris, with its numerous monuments of art, its schools of literature and science, and its vast and active population, is the metropolis of the French nation; a nation which, but for its warlike propensities and selfish morality, might at this day have had fifty millions of people, instead of thirty-seven and a half, and a preponderating moral influence, in which it is now as a nation, wholly wanting. I am bold to affirm, that Cincinnati has natural advantages, which zealously and shortly improved in the way proposed by the RECORD, will enable her in a much shorter time than Paris has attained it, to reach a population of 1,800,000. I say nothing about her being the greatest city of the West. I fight shy of any expression of opinion relative to the ultimate comparative greatness of herself and St. Louis. Suffice it to say, she may take her legitimate place among the foremost of the great cities of the world.

Compared with the great cities of the North, she has the position and the means, if judiciously used, to avail herself of the manufacture of cotton and tobacco, with large advantages in respect to them. She already is hardly excelled in the pork trade. A free use of her capital will give her by rail and river, a constant abundance of coal.

Of these various large sources of wealth, supposing Cincinnati connected with the South by the two great trunk lines of railway of which we have spoken, I shall treat now only of cotton. Of all the great cities of the South, Cincinnati may become the foremost in the cotton manufacture, if she chooses.

We may set it down as certain, that nothing but moral madness of the worst kind can destroy our superiority in the production of cotton. Temporary embarrassment and comparative scant product may occur, and to a certain extent is now upon us. But the business men of the country will see to it, that that whatever obstacle is in the path to an extensive cultivation of this very important plant, shall be removed. The people will not endure that by national legislation any more than by secession and State folly, this great source of national wealth, more than ever necessary to relieve their burdens, shall be long diminished in its volume or arrested in its progress. The hope and plan in Europe is to cripple the cotton product of the United States. This is evident by many proofs. For

the present I cite only one, taken from the London *Quarterly Review*.* In an article on the "Zambesi Expedition," it has the following anticipation and advice to England.

"The basin of the Shiré is characterized by a series of terraces, the first being below the Murchison Falls; the second, a plateau two thousand, and the third, three thousand feet in altitude; it must, therefore, possess a considerable variety of climate; but cotton is extensively cultivated on all the terraces, and the population was everywhere observed to be engaged in picking, cleaning or spinning it. As it is doubtful whether the cotton cultivation of the former slave States of America will ever revive under a system of free labor, any addition to our knowledge of the districts where a material so essential for maintaining our manufacturing pre-eminence can be easily and cheaply produced becomes of the highest importance."

We must thwart these plans of Europe to become independent of us in regard to cotton, by abstaining carefully from any taxation of raw cotton, until the cotton culture has again obtained a foothold similar to that antecedent to 1861. Then, a moderate tax will not mar nor considerably injure its production. Now, taxation of the raw material is wholly inexpedient.

The amount of territory in our country in which cotton can be now profitably cultivated, supposing no tax on the raw material, exceeds that of any country on the globe. The quality of this cotton, taken as a whole, is unequalled by any other area of considerable extent. We all know the vast extent to which the cotton culture was carried in the older Southern States; but to give an idea of the capabilities of our country in the production of cotton, let us look at the productive powers of Texas alone as a cotton raising State. Texas has a territorial extent of two hundred and thirty-seven thousand square miles. Allow, that of this, fifty thousand square miles are susceptible of producing cotton. Fifty thousand square miles equal thirty-two millions of acres (32,000,000). Suppose one-fifth of this to be employed for gardens, culture of corn and vegetables, and there will remain twenty-five millions and six hundred thousand acres. Deduct again one-eighth of this, and there will yet remain twenty-two millions four hundred thousand acres (22,400,000), and supposing each acre to produce three-fourths of a bale (many will produce twice that amount), and there would be sixteen millions eight hundred thousand bales (16,800,000). Of course, this calculation relates to the ultimate capacity of Texas. There must be labor, there must be the necessary hands to effect this, as well as the soil and climate. Suppose that in the next six years (including this), the crops of cotton amount to the following number of bales:

* See the "Eclectic Magazine" for May, 1866, p. 622.

1866.....	1,250,000
1867.....	2,000,000
1868.....	2,500,000
1869.....	3,000,000
1870.....	4,000,000
1871.....	5,000,000

17,750,000

Seventeen millions seven hundred and fifty thousand bales. Estimating the bale at 450 lbs., the aggregate in pounds of this cotton is 7,965,250,000. If the price averages for the raw material during the next six years 30 cents per lb., the value in dollars will be 2,389,500,000,—two thousand three hundred and eighty-nine millions five hundred thousand. As at least three millions six hundred thousand bales of it would be manufactured in the United States, and after the process of manufacture would be worth, on the average at least two and a half ($2\frac{1}{2}$) times the raw material, we must add 45 cents per lb. on 1,620,000,000 lbs., amounting to \$729,000,000,—seven hundred and twenty-nine million of dollars.

Value of the raw material as above stated.....	\$2,389,500,000
Value added by the process of manufacture to 3,600,000 bales used in the U. States in manufactures.....	729,000,000

Total..... \$3,118,500,000

Total value to our country of the cotton crops for the next six years, three thousand one hundred and eighteen millions five hundred thousand dollars. I deem the average of thirty cents per lb. for the raw cotton of our country as a low estimate. This estimate is in our currency. It will depend on the measures taken in relation to the payment of the national debt and the laws enacted with respect to taxation, whether the currency shall remain at its present depreciation compared with gold and silver, or more nearly approximate the value of specie.

This exhibits in our country an immense power to create wealth; for this shows an annual average income from one staple of five hundred and nineteen millions seven hundred and fifty thousand dollars. This is, probably, the greatest amount of income from any one source or leading branch of industry, and admits of expansion for more than half a century to come. The cotton and other productive capacities of the South, can be made a much richer source of income than the unrivalled mines of California, Nevada, Idaho, Montana, etc., States and territories of our country. Some serious evils at present perplex the cotton planter, but he has this great advantage; he has not a very distant country to explore, and many hardships and inconveniences of a new country to encounter. The truth is, the aggregate of gold from the mines of California, Nevada, etc., benefits the cotton planter as certainly as if he were digging in their mines. The working of the California and other

mines, that "currency extension act of nature," as it has been well called, has exerted, is exerting, and will continue to exert a world wide influence in stimulating industry and increasing wealth. The cotton planter comes in for an equal share of this, increase for an obvious reason. His staple not only affords fabrics of necessity and mere comfort, but of luxury. Hence the rapid increase of wealth augments the demand for his staple, by affording means of multiplying luxuries. Figuratively, the ores which the distant miner separates, hard toiling in the dry diggings, or standing to his ankles in water in the wet, spread layers of gold over the bales of the planter. The quartz mills, too, are running to give him a sure reward. In his furrows the ores are turned up and collected, as well as on the streams and in the gorges of the Sierra Nevada.

These two Southern railroads being constructed, we may be assured that Cincinnati would take a front rank in the manufacture of cotton. Add the value of the other staples, which she would possess, and her advancement would be rapid, irresistible.

W. A.

Railroad Meeting in Cincinnati.

CHARLESTON, KNOXVILLE AND CINCINNATI.

The citizens of Cincinnati met a large and influential delegation of gentlemen from South Carolina and Tennessee, at the Merchants' Exchange, on Tuesday afternoon, to talk over and consider the best means of making a direct railroad connection between the cities of Cincinnati, Knoxville and Charleston. The following gentlemen were present from the Board of Trade of Charleston: Geo. A. Trenholm, E. W. Marshall, Wm. Ravenel, G. W. Clarke, Gen. Wm. Guernsey, W. S. Hastie; from the Chamber of Commerce, Edward Frost, M. C. Mordecai, Henry Courdin, T. I. Kerr, Ed. Willis, Wm. A. Courtenay, C. H. West, jr.; from the City Council of Charleston, Edward Frost, C. M. Farman, J. B. Campbell; from the Blue Ridge Railroad and Upper South Carolina, J. P. Reed. They were also accompanied by Mr. Hayden, a civil engineer, now engaged on important public works in South Carolina.

After very able speeches from Mr. Trenholm and others, C. M. McGhee, Esq., President of the Knoxville and Kentucky Railroad submitted the following report of the progress of the road he represents. The speech of Mr. Trenholm we will give in our issue of next week.

PRESIDENT M'GHEE'S REPORT.

GENTLEMEN—The importance of a direct railroad communication between the Ohio River and the Southeastern States was first brought before the people of my State in 1836, and the surveys which proved that such an enterprise was practicable, were commenced the following year. That portion of Tennes-

see through which such road must pass, viz: East Tennessee, was at that time thinly populated, and, although our people were fully aware of the great benefits which would accrue to them from the completion of a direct railroad route to the Ohio and to the Atlantic they did not possess the means to do more than initiate this great undertaking. The road which I represent, sixty-four miles in length, extending from Knoxville, Tennessee, to the State line of Kentucky, and crossing the Cumberland Mountains at Elk or Wheeler's Gap, was not definitely located until 1846, and, in the same year, the first twenty miles were placed under contract. Financial difficulties soon caused the suspension of the work, but it was resumed in 1859, and in 1860 the iron was laid upon the first ten miles of the road, and the grading of the next ten miles nearly completed. From that date until within the last three months, nothing was done toward the completion of the road, but, on the contrary, it suffered much from the loss of iron taken by military authority to repair other roads, from the burning of the bridges by raiders, and from utter neglect and want of repairs.

The above is a brief history of the part which the people of East Tennessee have hitherto taken in forwarding this enterprise, and I am now here to assure you that they have already recommenced the work, and that they are prepared to do their part in the future.

The Knoxville and Kentucky Railroad Company commenced repairing their road on the 1st of last month, and are pushing forward the work as rapidly as possible. Iron has been purchased to replace that taken up by the military authorities, and by the middle of next month the first ten miles will again be in running order. A large force is engaged in the repairs of the second ten miles, but the work proceeds slowly on account of a very heavy slide in a deep cut at the commencement of this section. I can, however, promise that by the 1st of January, 1867, the cars will be running to Clinton, on the north side of Clinch River, twenty miles from Knoxville. The piers for the heavy bridge at that point are already completed, and the decision upon the bids for the superstructure will be made immediately upon my return to Knoxville.

The next section of nearly eleven miles in length, from Clinton to Coal Creek, will be located next month, a portion of the surveys having been already made. As soon as these are completed that section will be placed under contract, and, according to the estimate of the engineer in charge, will be completed for the iron in the fall of 1867. The preliminary surveys already made prove that the portion of the line between Coal Creek and the State line of Kentucky presents no engineering difficulties of moment, although some heavy work is found which would require about eighteen months for its completion. At Coal Creek, however, we reach inexhaustible beds of iron and coal of excellent quality, which will at once give our road a heavy freight business, and make it a paying road. Our local interests do not require a further extension of the road, unless we can make a through connection, and unless we are sure of such a connection, no work will be done beyond this point, although the liberality and public spirit of the Legislature of Tennessee has given us the means. I will, however, state that the work on the section between Coal Creek and the State line, thirty-three miles in length, will be undertaken as soon as

we find that we can thus make a Northern connection, and that we believe that we can reach the State line with our road as soon as our friends from the North are ready to meet us.

I deem it unnecessary to speak of the work done south of Knoxville upon the Knoxville and Charleston or Blue Ridge Railroad, and of the advantages which will accrue to your city from the completion of that road to a connection with the railroad system of South Carolina. As these subjects have been fully laid before you by the gentleman from Charleston, I will close my remarks with the simple statement of a fact which probably is not altogether new to you, viz: that a railroad route to Knoxville via Danville, Kentucky, will give your city a shorter route to Georgia and South Carolina by one hundred and seventeen miles than by existing railroad or steamboat route. The distance to Lynchburg, Virginia, will be reduced one hundred and fifty-four miles, and that to Knoxville, Tennessee, three hundred and two miles less than by any existing route.

Convention of Freight Agents.

The following call has been issued:

JUNE 12, 1866.

At the Indianapolis Freight Convention of May 10th, 1866, the following was adopted:

WHEREAS, The interests of the railways of the country would be promoted by more frequent and general consultation of General Freight Agents upon interesting and important questions constantly arising in their departments; and

WHEREAS, Such conferences would afford the most speedy and effective means for reconciling points of differences, procuring uniform freight rates, systems of policies, and promoting social intercourse; therefore, be it

Resolved, That the chairman of this convention appoint a committee of seven, who shall call a convention of the freight officers of the railway and steamship lines of the country for permanent organization, at such time and place as they may deem proper.

In pursuance of the above, in order to effect as speedily as convenient the objects contemplated in the resolution, to discuss questions of importance that have arisen under the action of the Buffalo & Indianapolis Conventions, and to confer fully with Commissioner Sloan, a meeting is called at the St. Nicholas Hotel, New York, Wednesday, June 27.

B. W. BLANCHARD,
H. H. HOUSTON,
J. N. KINNEY,
G. R. BLANCHARD,
LUCIEN HILLS,
C. M. GRAY,
JAMES BEEBE.

Terre Haute & Indianapolis Railroad.

The earnings of this road for the years ending November 30, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers.....	\$404,565 41	\$563,800 87
" U. S. troops.....	61,776 31	80,578 34
" freight.....	453,900 18	502,613 08
" coal.....	55,880 90	62,061 12
" mail, express, etc....	31,856 41	39,672 47
	\$1,007,979 21	\$1,248,725 88

Expenses, viz.:

Running road.....	\$105,029 71	\$146,046 04
Road repairs.....	123,398 70	197,504 36
Machine shops.....	90,071 67	149,057 37
Sundries.....	84,852 46	122,048 59
U. S. Taxes.....	19,372 27	34,358 13
	\$468,721 81	\$650,055 09
Net earnings.....	\$321,254 40	\$598,670 79
Additional expenditures....	174,770 52	260,977 14
Balance.....	\$346,483 49	\$337,693 65

Compared with 1864 the gross earnings of 1865 show an increase of \$240,746 67; with an increase in expenses of \$163,330 28—making the increase in net earnings \$77,416 39. The report says:

The successful business of the road has enabled the Board to make a fair dividend on the capital, leaving a balance to the credit of surplus. This surplus is the property of stockholders and in part available for any improvements or extensions that may be necessary. Part of this fund may be required to extend the road to the Illinois State Line, as the charter of the road provides; this extension has not heretofore been required, but the building of a road, which we understand is in contemplation, from St. Louis, by the way of Highland, to the Illinois State Line near the town of Darwin, will make it expedient to extend our road, from its present terminus at Terre Haute to connect with the contemplated road, as it would give a shorter and more favorable route to St. Louis.

From the present indications we are of the opinion that a falling off of receipts for the year on which we have now entered may be expected; no accurate estimate can be made, but we should not be disappointed if the receipts should be thirty per cent. less than those of 1865.

At the last session of the Legislation of Indiana the corporate name of the company was changed from Terre Haute and Richmond to that of the Terre Haute and Indianapolis Railroad Company.

The gross receipts from transportation were. \$1,248,725 88
From other sources..... 25,681 17

Total.....	\$1,274,594 05
Operating expenses.....	\$615,656 95
U. S. taxes.....	34,398 13
New locomotives.....	43,455 00
" cars.....	117,576 51
" buildings.....	13,353 14
Re-building bridges.....	29,006 01
Losses by fire.....	13,715 54
State and County taxes.....	29,602 65
Interest and exchange.....	5,038 26
Subscription to Vol. Fund.....	5,000 00
	\$111,032 21

Net revenue..... \$363,561 82

Two semi-annual dividends of six per cent. each..... \$230,898 00
U. S. tax on same..... 12,152 52

Surplus.....	\$10,511 30
U. S. tax on surplus.....	6,025 55

Net surplus..... \$114,485 75

The capital stock was increased during the year \$28,000 by the surrender of bonds to that amount and stock issued for the same, making the capital stock November 30, 1865, \$1,928,150. This, together with the bonds then outstanding and which matured March 1, 1866, viz: \$60,000, is represented by the cost of the road, (\$1,988,150,) as shown in the annexed balance sheet.

The road is 73 miles in length, extending from Terre Haute to Indianapolis. The following statement will show the cost, capital, gross and net earnings, and dividends since commencement of operations in the spring of 1862:

	Capital stock.	Cost of road.	Gross earnings.	Net earnings.	Divid's. earn'gs. per ct.
1862.....	\$324,347	\$1,324,808	\$95,844	\$71,445	4
1863.....	734,450	1,435,429	177,956	111,445	8
1864.....	924,100	1,465,322	229,953	159,324	10
1865.....	974,000	1,502,166	275,512	179,702	10
1866.....	1,394,450	1,611,450	531,345	371,457	10
1867.....	1,361,450	1,611,450	421,271	266,078	12
1868.....	1,376,450	1,611,450	380,274	186,148	10
1869.....	1,381,450	1,611,450	357,297	182,154	10
1870.....	1,381,450	1,611,450	404,999	217,341	10
1861.....	1,381,450	1,611,450	377,692	216,184	10
1862.....	1,440,450	1,611,450	563,314	361,272	12
1863.....	1,517,450	1,611,450	774,618	307,527	13
1864.....	1,900,150	1,088,150	1,007,979	346,483	18
1865.....	1,928,150	1,989,150	1,248,725	337,694	12

The equipment of the road consists of 26 locomotives, 23 passenger, 9 mail and baggage, 69 compromise box, 9 caboose, 47 stock, 60 platform, 178 box, 133 coal, 4 lime, 24 work train platform, 10 gravel and 24 hand cars.

The number of miles run by engines with passenger trains, 180,822; with freight trains 191,243; with other trains, 49,213—total 411,278 miles. Cost for repairs \$49,352 97, or \$11 99 per 100 miles run. The average cost of running an engine 100 miles was \$37 76.

The number of through passengers carried was 142,517; way do, 187,738—total 330,255, an increase over the previous year of 50,448.

BALANCE OF LEDGER.

Construction account.....	\$1,963,509 22
Union depot and track. Indianapolis.....	25,641 78
Evansville & Crawfordsville R. R. stock.....	24,429 89
Evansville & Crawfordsville R. R. extension bonds.....	91,950 00
Cincinnati & Indiana R. R. bonds.....	50,000 00
United States 5 20 bonds.....	100,000 00
" military transportation.....	73 46
" mail.....	3,040 74
St. L. A. & T. H. R. R. military drafts payable when collected.....	51,346 87
Bills receivable.....	4,719 10
Farmers loan and trust company.....	3,468 60
Real estate for depot grounds.....	10,886 10
" wood purposes.....	11,965 00
Material in shops.....	69,299 18
Wood on hand.....	26,731 25
Foreign roads, current account.....	6,493 36
Due from agents.....	21,594 73
Treasurer.....	487,613 84
	\$2,953,427 72
Capital stock.....	\$1,928,150 00
Bonds due March 1, 1866.....	60,000 00
Coupons unpaid.....	4,510 10
Dividends unpaid.....	3,394 75
Government freights payable to other roads when collected.....	43,819 05
Due on account of new rolling stock.....	40,352 00
December dividend, and government tax.....	4,146 30
United States tax account.....	749,977 63
	\$2,953,427 72

President.—E. J. PECK.

Directors.—Chauncey Rose, James Farrington, Charles Wood, W. K. Edwards, M. W. Williams, W. R. McKeen and E. J. Peck.

Secretary.—CHARLES WOOD.

Treasurer.—JOHN SCOTT.

Sup't and Engineer.—R. E. RICKER.

MICHIGAN SOUTHERN R. R.—The reports that the injunction restraining the Michigan Southern Road from paying a dividend upon the common stock is to be removed is a mistake. The Company has no interest in its removal, and will probably let all the suits about its guaranteed stock go through the courts, if shareholders are determined on litigation. The Company is in no condition to pay a dividend. It has a floating debt, and new iron, which will absorb over \$400,000 of earnings of 1866. If the Road is managed for the benefit of its permanent shareholders no dividend from earnings can be prudently made until August, 1867, by which time the Road can from earnings pay its floating debt, and pay for the new cars and iron it must have. The earnings of the Road the first week in June show a decrease of \$1,500.—Tribune.

Floods and Levees of the Mississippi.

Ever since the first settlement of the low lands on the Mississippi river, the inhabitants have maintained a perpetual struggle with the great volumes of water that flow from the Northwest through that country to the sea. Thousands of miles of levee have been constructed to fence the water within the narrow limits of the channel of the river; hundreds of thousands of dollars were expended annually to protect the plantations on the banks of the stream; dams were built, cut-offs were made, bayous were closed, the outlets were dredged; in short, every expedient which theory or experience could suggest was resorted to in the tremendous efforts of the people and the State to defend their rich lowlands from the annual floods. Yet whenever the waters from the Missouri and from the Ohio would meet and flood the channel of the Mississippi, the stream would rise over the banks and press against the levees with a force they could not withstand, or, failing to force a passage, would rise over and sweep away the artificial barriers, and inundate the country from the crevasse to the Gulf. The delta of the Mississippi, comprising the alluvial plane from the mouth of the Ohio river to the Gulf of Mexico is 500 miles in length, varying from 25 to 150 miles in breadth. Its northern elevation is 275 feet above the level of the sea, so that the inclination is about eight inches per mile. The whole extent of this plane comprises an area of about 40,000 square miles.

The Mississippi river winds through this plane of its own creation frequently pressing against the bluffs on the east, and once, at Helena, touching the highlands on the west; and, though the delta is but 500 miles long, the channel of the river, in its course from the Ohio to the Gulf, attains a length of nearly 1,200 miles, and reduces the rate of descent to $3\frac{1}{2}$ inches per mile.

In low water, the surface of the stream is 40 feet below the top of the natural bank, at the Ohio, and 20 feet at New Orleans; the stream flows sluggishly through this tortuous trench, which is 3,000 feet wide and from 75 to 120 feet deep, and discharges itself into the Gulf with an almost imperceptible current.

The water begins to rise in the autumn; early in the spring, the river is bank full, and in the month of May, when the waters from the spring rains and snow thaws in the Northwest, and on the tributaries of the Ohio, pour into the Mississippi, it overflows, and, if unrestrained, inundates the whole plain. When the water flows over the banks, its velocity is checked by the forests and irregularities of the surface; and the vast amount of earthy matter which is borne along in the swift current is deposited, the heavier particles first, and the light clayey matter at remoter points. The consequence is that the immediate borders of the stream, which receive the heavier deposits, are raised above the level of the surface of the surrounding country; and, therefore, while the whole plain dips toward the sea at an angle of eight inches per mile, the surface inclines from the stream at an angle of three or four feet per mile.

In low water, the surface of the river is below the level of the lowest point of the delta, and the drainage is from the swamps toward the Mississippi; but at high water the surface of the stream is from twelve to twenty feet above the level of a great part of the land surface. So soon, therefore, as the waters rise over the banks, they rush down the plane at right angles to the course of the channel, fill the swamps, and inundate the country.

It is estimated that about 16,000,000 acres of the most fertile and productive lands of the States of Missouri, Arkansas, Mississippi and Louisiana, are subject to overflow. To protect these lands from the annual devastation by the waters has been the object of incessant toil and immense outlays of capital by the inhabitants of the valley of the Mississippi.

So early as 1840, Congress made an appropriation for the construction of a chart of the "Hydrographical Basin of the Mississippi," which was executed by J. N. Nicollet, in the employ of the United States Topographical Bureau.

In 1850, a corps of engineers was organized under Captain, now Gen. A. A. Humphrey, which made a thorough survey of the delta with special reference to the discovery of some system of works by which the country could be protected from overflow. These observations were made during and subsequent to the great flood of 1851.

The constant increase of the volume of the flood revealed by each successive rise, is ascribed by Capt. Humphrey in his report to the superior drainage produced by the cultivation of the country on the upper tributaries of Mississippi, whereby the waters are thrown more rapidly into the main channel; the leveeing of the river and its tributaries in the States above Louisiana, so as to prevent the escape of the waters into the swamps and lowlands whence it would be gradually drained to the river; the construction of cut-offs, the shortening of the channel, and more rapidly conveying the water to points below; and the lengthening of the delta, thus extending the level mouth of the river so that the current being retarded, the water is held back in the channel above.

The remedies suggested are: Higher and stronger levees; prevention, by act of Congress, of the construction of additional cut-offs; formation of new outlets to the lakes Borgne and Ponchartrain; opening of the closed bayous; enlargement of the Atchafalaya and Bayou Plaquemine, and the creation of artificial reservoirs in the swamps, to relieve the channel of the river in extreme cases.

The early settlers, who selected the more elevated and fertile lands on the banks of the river, found little difficulty in protecting themselves from the floods. The whole country was then open to the waters, and a slight embankment several inches high would turn off the water, which was drained to the lowlands further from the river. Other settlers, however, followed the pioneers; new plantations were established; and, by independent individual action, the slight embankments became linked together for many miles along both sides of the river. The waters, by reason of this confinement, rose higher every succeeding year, the embankments were enlarged, strengthened and extended, until a line of levees, from fifteen to thirty feet wide at the base, and varying in height from five to twenty feet, stretched with little interruption, from the lands on the coast, below New Orleans, along the channel of the river, to the boundaries of Tennessee and Missouri.

The system, owing to its origin, was purely a selfish one. Each settler provided for his individual protection. If by a cut-off he could drain the water from his own place and throw it on the lands below, or by closing a bayou he could reclaim additional acres, the thing was done without reference to the effect it might have on the country lower down the stream. Much damage was thus done by shortening the channel of the river and by

closing some of its natural outlets to the sea.

The legislation of the States along the Mississippi, has been little better than the individual action. The enactments depended more upon the comparative strength of the parties to be benefited and injured than upon any well established plan for the control of the waters. Under authority of law, the channel of the river was shortened by the construction of cuts across the narrow necks formed by the great bends so frequent in the course of the stream. Bayous, which led from the main channel of the river to the Gulf, forming independent outlets or mouths, were closed, and the water forced into one channel, which was unable to carry it to the sea.

Before the war, therefore, the Father of Waters had become unmanageable in the hands of those who sought to control his floods. During the war, when labor that had been forced to the task day and night, and which at times was able to grapple successfully with the elements, was withdrawn, the waters swept away the levees at Morganzia, West Baton Rouge, at Chinn's and at Robertson's plantation, and at other points both above and below the mouth of Red river, and inundated the country west of the Mississippi from Morganzia to Berwick's Bay.

An attempt was made during last winter to rebuild these broken embankments. Under the combined efforts of the State authorities of Louisiana and the War Department at Washington, a large number of laborers were employed, and the work had been so far repaired that it was believed to be sufficiently strong to resist the pressure of the flood. Many planters and men from the North, believing that these levees would be rebuilt, engaged in the cultivation of the fertile lands in the parishes of Point Coupee, West Baton Rouge, Iberville, Lafourche, Terrebonne, and parts of others that were overflowed last year. Recent reports from Louisiana bring the sad intelligence that all these newly constructed levees have been swept away, and that the water is rapidly filling up the swamps and spreading over the whole country, driving the homeless inhabitants before it.

It is a grave question for the consideration of the country whether Congress should not undertake the protection of the whole delta of the Mississippi against overflow. The present system, or rather want of system, seems to be a failure; and, unless some such combination of works as is suggested by Gen. Humphrey be adopted, planting on the fertile river lands must ever be a precarious undertaking, with the weight of the chances largely against success. The distinguished engineer who conducted the survey referred to, estimated the total cost of works to protect the country from the Ohio to the Gulf at \$26,000,000. The country thus reclaimed and protected would easily bear a tax of an amount sufficient to pay the interest on this sum, to keep the works in repair, and finally, to liquidate the debt. This, like all other physical problems, must be capable of determination. The water brought down the Mississippi is not infinite; its quantity, its velocity, its pressure, are measurable; the height and strength of levees, and the capacity of outlet required to confine and discharge the annual floods brought down, are, therefore, determinable measurements. To solve the problem it is only necessary that a competent superintendent, clothed with ample authority over every portion of the territory to be protected, be charged with the task, so that the whole work may be carried on and completed in accordance with some well established system.

Influx of Population.

The N. Y. *Journal of Commerce*, furnishes the following interesting statistics relative to the great European emigration to this country. The breaking out of the impending struggle will no doubt put a temporary check upon emigration from Germany, to be renewed again as soon as the demand for fighting men shall have passed away. The *Journal* says:

"This country is now receiving an accession of population from foreign countries such as has been rarely witnessed so early in the year. Almost every day one or more steamships arrive at New York from abroad, laden with refugees from the Old World. The average is about 600 per steamer. Germany and Ireland vie with each other in sending their respective contingents, though the preponderance is now in favor of the Teutons, compared with the Celts. And, according to information received by the Commissioners of Emigration, to whose office we are indebted for interesting facts, the movement from Germany promises to be on a large scale, every berth on the steamship lines from Bremen and Hamburg being engaged to the end of the year. Besides, sailing vessels receive proposals for the transportation of all the passengers they can carry, chiefly from the north of Germany. From present indications, unless emigrants are deterred by the reports of cholera on board the steamships Virginia and England, the arrivals for 1866 will reach 300,000, against 196,000 for the year 1865. In other words, the great "Irish exodus" of 1852-3-4 is likely to find a parallel in Germany. Various reasons are assigned for the present movement, the chief of which is the prosperity of the United States, and secondly, a desire in Germany to escape the threatened turmoil in Europe. The proportion of Irish and Germans arriving since January 1, is as follows:

	Total Aliens.	German.	Irish.
January.....	10,112	1,725	6,380
February.....	6,297	1,632	2,723
March.....	14,831	5,315	6,119
April.....	10,432	6,602	6,320
May.....	17,091	6,705	7,921
		21,982	28,763

A partial indication of what may be expected in future months, judging from the past, appears from the following comparison:

	1864.	1865.	1866.
January.....	6,185	3,914	10,132
February.....	5,560	3,575	6,297
March.....	12,768	6,040	14,831
April.....	16,859	10,277	17,462
May.....	26,682	22,274	17,091
June.....	31,909	24,968	
July.....	14,777	21,370	
August.....	20,469	20,792	
September.....	60,490	23,402	
October.....	13,859	20,721	
November.....	11,877	23,925	
December.....	5,921	11,458	
	225,916	196,848	65,813

* To 16th ultimo.

The westward flow of population from Europe to the United States within the last two decades is shown by the following:

1847.....	129,062	1857.....	183,773
1848.....	189,176	1858.....	78,589
1849.....	220,791	1859.....	79,323
1850.....	212,603	1860.....	105,162
1851.....	289,601	1861.....	61,529
1852.....	300,992	1862.....	76,306
1853.....	284,945	1863.....	156,744
1854.....	319,235	1864.....	225,916
1855.....	136,322	1865.....	196,487
1856.....	142,342	1866.....	65,813

As a rule, emigrants are arriving in good health, and their pecuniary condition is rather above than below the general average of former years. Nearly all are thrifty and intelligent; this is especially true of the Germans. The proportion arriving in steamships is quite noticeable, the emigrant trade, which formerly employed a heavy tonnage under sails, being transferred largely to vessels propelled by steam. The latter save about two-thirds of the time, but increase the cost of transportation about one-third, the rates being £6 by steam and £4 by sail. Another fact worthy of notice is, that notwithstanding thousands of men in the United States have recently been discharged from military service, the large accession from Europe is readily absorbed in the mass. There is no lack of employment. The various channels of labor receive all, and cry for more. Different sections of the country earnestly compete in dividing the new infusion of brain and muscle. The demand from the South, however, is now scarcely felt, the effort to introduce foreign labor there having been apparently abandoned, (at least until direct communication with Europe and Southern ports can be established.) In this city, State agents from the West, combined with railroad runners and ticket venders, have the inside track."

The Solid Men of Boston.

The following names stand in the Boston tax book this year with the sums respectively annexed:

Charles F. Adams, \$359,100; Seth Adams, \$353,400; Charles Amory, \$250,000; William Amory, \$300,000; Wm. T. Andrews, \$544,000; Edward Austin, \$396,800; John Ballard, \$329,000; Maturin M. Ballou, \$276,200; Sidney Bartlett, \$288,100; Benjamin E. Bates, \$342,000; James H. Beal, \$308,700; Jas. M. Beebe, \$813,000; Jacob Bigelow, \$229,500; Wm. H. Boardman, \$729,800; John Borland, \$667,100; Gardner Brewer, \$674,500; Peter H. Brigham, \$396,700; Edward Brooks, \$302,000; Peter C. Brooks, \$609,600; Wm. Brown, \$205,900; Peleg W. Chanler, \$232,500; John L. Gardner, \$788,600; John C. Gray, \$489,300; Augustus Hemmenway, \$2,406,200; Samuel Hooper, \$252,700; Geo. Howe, \$707,400; H. Hollis Hunnewell, \$818,600; Henderson Inches, \$581,000; Nabby Joy, \$321,200; T. Bigelow-Lawrance, \$353,700; James Lawrence, \$345,400; Amos A. Lawrence, \$265,500; Abbott Lawrence, \$205,000; Harrison Loring, \$313,000; Wm. P. Mason, \$650,700; Harvey D. Parker, \$444,000; Peter Parker, \$586,100; James Parker, \$717,500; Wm. Phillips, \$800,000; Isaac Rich, \$623,000; David Sears, \$1,401,600; George C. Shattuck, \$402,500; Howland G. Shaw, \$412,800; Wm. Sheaf, \$427,000; John Simmons, \$802,100; Paran Stevens, \$234,300; Edward S. Tobey, \$335,400; George P. Upham, \$432,300; Geo. B. Upton, \$223,800; Josiah Vose, \$333,100; Robert Waterson, \$201,900; Samuel A. Way, \$397,800; Wm. F. Weld, \$560,000; Thomas Wigglesworth, \$225,500; Edward Wigglesworth, \$373,800; Moses Williams, \$1,271,000; Chas. O. Rogers, \$260,500.

The Winsted (Conn.) *Herald* says the cavern in New Haven, known as Robber's Paradise, alias the Railway Depot, has been furnished with four locomotive headlights, and now the darkness is quite visible. Persons can now see from one track to the other when there is no smoke in the depot.

American vs. Foreign Made Rails.

"According to the Protectionists, it is wisdom to compel American Companies to buy and use poorer American rails; or if they will be obstinate and use better English ones, to make them pay so roundly for the privilege as that they will cease to be profitable to use. This is a specimen of the swindle called 'Protection.'"

—So says the New York *World*, in reference to certain samples of railway iron of English and American make, which were sent by a correspondent of the *Railway Times* to that journal, with the allegation that the former was very good and the latter very bad.

We do not pretend that the manufacturers of this country do not make inferior iron and inferior goods of every kind, just as the manufacturers of other countries do, when they get an inadequate price; but we do maintain that the character of American railroad iron is decidedly superior to the English exported to this country, and we do earnestly protest against our manufacturers being forced to produce inferior iron by the competition which the free traders wish to expose them to with the very worst grades of English production.

Mr. Daniel J. Morrell, of the Cambria Iron Works, in the appendix to his admirable answers to the interrogatories of the Revenue Commissioners, states this matter in a very forcible manner. He says:—"The average quality of imported rails is much inferior to our domestic manufacture, and if paid for at their actual value, would bring from \$10 to \$15 per ton less in the market."

No more competent witness than Mr. Morrell could testify to this fact, for which he thus sagaciously accounts:

"Most of the new railroads built in this country are limited in means, and are supposed to get the most miles of iron possible for the means they have, and therefore the superiority of the American iron is of little advantage in the general market;" adding—"At this time, the Cambria Iron Company owes its ability to make iron without loss to the fact that certain of the leading and prosperous roads of the country, having the means, find their interest in paying us more per ton than the current price for foreign rails. The best rails made in England rarely find their way to this market, for the reason that they are sold from £1 to £2 per ton higher than the current quotations. I personally know of sales of foreign rails, made within the last four months, at prices less than good American iron can be produced for, and in one instance on a credit of one, two, and three years. The purchaser first applied to this company, and would have taken our rails, but we were beaten out of our own market by the inferior quality, lower price and long credit of the English manufacturer."

To meet this sort of competition, some American manufacturers, less sagacious than the Cambria Company, consent to produce an inferior article which is forthwith paraded as a sample of "American iron," and held up as a specimen of the "swindle called Protection,"—albeit that very iron, as Mr. Morrell demonstrated, in his celebrated letter to Dr. Lamborn, had borne a taxation, direct and indirect, of \$16 23, fully equal to the duty on its imported rival.

As to the profits accruing to iron manufacturers from this swindle called "Protection," we may quote Mr. Morrell's reply to the interrogatory—"On the average of five or ten

years, what has been the rate of your profits upon the capital invested?" as follows:

Answer—"The original proprietors of the Cambria Iron Company lost nine-tenths of their investment, and the works thus came to the hands of the present proprietors on very favorable terms. Since the reorganization, (in January, 1862,) the Company has declared four dividends of 6 per cent. each, as before stated."

And to this we may add the testimony of one of the oldest and most respected iron manufacturers of the United States, who told us that if thirty years ago he had invested in any securities paying 6 per cent interest the capital he employed in developing the iron industry, he would now be from half a million to a million of dollars richer than he is. This is how the "swindle called protection" has paid the public-spirited men who have adventurously engaged in the manufacture of iron. —*Iron Age*.

Pig Iron Product of Great Britain.

It is astonishing what increase has taken place in the manufacture of pig iron in Great Britain during the present century, as will appear from the following statistics:

In 1800 there were produced.....	180,000 tons.
1825 " " " " " " " "	.....600,000 "
1850 " " " " " " " "	....2,250,000 "
1864 " " " " " " " "	....4,700,000 "

The increase is something marvellous to contemplate.—*Cambr'n*.

Think of this, ye owners of iron ore beds, furnaces, forges, rolling mills, etc., in the United States, and take courage to withstand temporary revulsion and depression in the iron trade!

The iron ore deposits of Pennsylvania, and most particularly the iron ore deposits in the South Mountain, which is the nearest mountain to the ocean, have an actual and a prospective value which assures income and riches to their owners. Iron ore appreciates in the ground from year to year. And delay in opening a big iron ore deposit by facilities for its transportation to market, even though it may cause temporary disappointment, will at least, when the market is reached over the indispensable iron way, be succeeded by actual results of full and ample satisfaction, in increased amount of cash consideration.—*Mining Register*.

EXPORTS OF MEAT FROM FRANCE—The export of meat and cattle from France has increased considerably within the last two years. The meat exported to England, Belgium, Switzerland, and Spain, in 1864, was estimated at 9,000,000f., and the living animals at 22,000,000f. In 1865, the meat exported amounted to 11,500,000f., and the animals to 34,000,000f. The export of meat and stock is still increasing. They amounted during the first three months of the present year to 12,000,000f.

NEW ROAD TO NEW HAVEN—A survey is now in progress for a new line of railroad from New Haven to New York. The proposed route begins at New Haven, thence to Derby on the Housatonic river, through Bridgeport, the old town of Norwalk, Westport, and thence to Greenwich, where it connects with the New York and Port Chester road, recently chartered by the New York Legislature. The distance between the two cities will be shortened several miles.

RAILROAD ITEMS.

TENNESSEE BONDS—The *Tribune* says that "the Secretary of the Committee on Securities, New York Exchange, has written to the Secretary of State of Tennessee, saying that a difficulty has occurred in negotiating Tennessee State Bonds, owing to the so called secession of the State. All seven per cent. bonds are dated January 1. Of course it is impossible to tell what time the bonds are issued. In consequence of this, the Committee on Securities, New York Stock Exchange, required previous to selling bonds, dated Jan. 1, 1861, to prove they were negotiated prior to the so-called secession. The State Committee feared some bonds had been issued after that date, and the State would not acknowledge them."

Secretary Fletcher replies:

"From all the facts that have come to my knowledge from the books and papers I have had access to, no fraudulent bonds of this State are now extant, or that the State is not bound for, except the Rebel military bonds. Sanguine of our ability to meet the interest on our bonds hereafter, the July coupons we expect to pay, if not always promptly, at least during the year."

RAILWAY INSURANCE—The importance of insurance to railway companies cannot be overrated. Incidental to the service are great masses of personal property and buildings peculiarly liable to conflagration, and if not protected by iron or stone structures, one single fire is liable to absorb the earnings of a whole year, if not seriously to embarrass the finances of the company for years. There are no railway companies of magnitude enough to do their own underwriting, and we believe that the largest and most prosperous almost invariably insure property liable to be destroyed or injured by fire up to a very close margin. The cost of insurance upon railway property is and ought to be a perpetual charge, just the same as it is upon all other property owned by careful and discreet persons, and managers are not justified in allowing such property to lie at the risk of the shareholders, when the liability to destruction by fire is so great as it is.—*Railway Times*.

The *Boston Traveler* says: It is reported that Sir Morton Peto is the backer of Gen. Fremont in his late purchase of the southwest branch of the Pacific Railroad.

That is the true policy of the great broad gauge route from New York to the West, to continue on to the Pacific in the direction of the South West Branch, we pointed out during the visit of Sir Morton Peto, last summer, and we trust the company that was so heavily represented by Sir Morton are at the bottom of the Fremont purchase, no matter how much we regret their lack of discretion in the selection of their instrument.

The Lehigh Valley Railroad Company have decided upon building a branch railroad from Slatington to Labarsville and Balliet's furnace. The business arising from the numerous slate quarries in that direction, and the populous state of the country along the route, promise to make the proposed branch a remunerative feeder of the main road.—*Bethlehem Chronicle*.

Schenectady Locomotive Works.

Several new locomotives built at these works, have lately been placed upon the Long Island Railway, and one is spoken of as being very beautiful in finish and ornament, and possessing fine working qualities. The same Company are building two extra powerful freight engines for the Long Island Road. Mr. McQueen, the Superintendent of the Locomotive Works, is a thorough mechanic, and the locomotives turned out at these works are not second to those of any other establishment in the country.—*Railway Times*.

We heartily endorse the remarks of the *Times*; we have personally known Mr. McQueen, for many years.

The Cleveland and Pittsburg Railroad Company earned for the month of May,

1865.....	\$215,784 30
1866.....	198,082 64

Decrease.....	\$17,701 66
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The Michigan Central Road earned the first week in June,

1865.....	\$76,309
1866.....	72,804

Decrease.....	\$3,505
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CHICAGO & ROCK ISLAND R. R.—The following gentlemen have been elected Directors of the Chicago & Rock Island Road for the ensuing year: Messrs. C. W. Durant, John F. Tracy, E. W. Dunham, Francis H. Tows, Robert A. Forsyth, David Dows, Clark Durant, Ebenezer Cook, Thomas T. Sturges, Oliver Charlick, N. B. Curtis, Thomas C. Durant, and David Crawford, jr.

William H. Vanderbilt has bought the property on the southeast corner of Fifth Avenue and Fortieth street, known as the Croton Cottage. The lot has a front of 56 feet on the avenue and 100 feet on the street, with a lot in the rear 25 by 98 feet 8 inches. The property brought \$80,000. Mr. Vanderbilt is a son of the Commodore, and will erect a magnificent mansion upon the site.

The first passenger train went over the Warren and Franklin road, from Irvine to Tidioute, on Monday, May 28.

PETROLEUM—The demand for petroleum in Europe alone, for the year 1866, is estimated at 90,000,000 gallons. The consumption in 1864 was 30,000,000 gallons, against 16,000,000 in 1862. There is also a brisk demand for it in every country in the world that has learned the value of artificial light and of machinery.

BRAKE-OPERATOR—Mr. G. Voight, of Aldershot, has taken an English Patent for connecting the brakes with the buffers of a railway carriage, so that when the buffers press against each other they shall give a corresponding pressure of the brakes upon the wheels.

A Lyons physician cures hydrophobia by placing the patient in a vapor bath of about 123° Fahrenheit.

This is not a new idea. The Philosophy of it is that as none of the canine species ever sweat, that this disease can be cured by sweating the patient.

MONETARY AND COMMERCIAL.

The great feature in financial matters during the week has been the wild vagaries of the gold market. On Tuesday the 12th, gold was quoted in the New York market at 141½, but on Monday the 18th, it rose to 169, while on Wednesday the 20th, the closing price was 152½. The causes assigned are various; the large exports of gold, the small exports of produce; the large imports of foreign goods, and the return of our government and other securities; the amendments to the tariff now pending before Congress, and the electioneering resolution acted upon in the House of Representatives relative to the repeal of the neutrality laws, and a consequent chance of disturbing our foreign relations; the inevitable crisis in Europe, which before it closes will probably involve all the large powers. These and many others are given as among the probable causes, but we imagine that the principal cause will be found in the shrewdness of some of the New York operators, who are always ready to make use of any scarecrow to produce an excitement whereby they can "turn an honest penny." The quotations for the week were:

	Opening.	Highest.	Lowest.	Closing
June 14.....	143½	147½	145½	147½
" 15.....	148½	149½	147½	148
" 16.....	154½	160	154½	159½
" 18.....	165	169	154½	159
" 19.....	154	164½	149½	150½
" 20.....	153	153½	152	152½

The discount market has ruled close, although the supply of currency has been better; rates however are firm, and bankers select carefully. Exchange is more abundant, with a fair demand. The regular quotations are:

	Buying.	Selling.
New York.....	50 dis.	par@50 prem.
Philadelphia.....	50 dis.	par@50 prem.
Boston.....	50 dis.	par@50 prem.
Gold.....	134@151	153
Silver.....	143@145	146@147

The *Tribune* of Tuesday says, that the money market is easy, and call loans are abundant at 4@5 per cent. In commercial paper no change; best names selling at 5@5½, and good at 6@6½ per cent. The Bank Statement shows a large loss of gold and an increase of legal tenders. The loans are reduced slightly.

The following is the condition of the New York City banks this week and last:

	June 9.	June 16.	
Loans.....	\$219,533,959	\$247,301,547	Dec. \$2,237,412
Specie.....	15,821,613	11,217,355	Dec. 4,604,308
Circulation....	25,967,213	25,887,816	Dec. 79,377
Deposits.....	202,503,919	209,415,676	D. c. 88,273
Legal Tender..	74,628,764	79,179,304	Inc. 4,550,630

The closing quotations of the stock board were: New York Central, 99@99½; Erie, 59½@59½; Hudson River, 110; Reading, 109½@109½; Michigan Southern, 78½@79; Illinois Central Scrip, 122; Cleveland & Pittsburg, 84; Cleveland & Toledo, 106; Rock Island, 93½; Northwestern, 30½; do. Preferred, 59½; Fort Wayne, 97; Western Union Telegraph, 58@58½.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE
10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From **3½** to **15** Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Springs, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 " " " 6 1/2 " " 35 " " "				
3, 8 " " " 11 " " 36 " " "				
4, 8 " " " 9 " " 35 " " "				
5, 7 1/2 " " " 6 1/2 " " 30 " " "				
6, 10 " " " 8 " " 40 " " "				
7, 7 1/2 " " " 8 " " 35 " " "				

PHILIP S. JUSTICE, President.**No. 14 N. Fifth St., Philadelphia.****No. 42 Cliff St., New York.**

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.**Monday August 28.****INDIANAPOLIS & CINCINNATI**

RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	4.30 P. M.	8.20 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Asst Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.**Through to Pittsburg without Change.**

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.**Change of Time, Monday, Aug. 7th.**

THE

Atlantic & Great Western Railway

WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:50 P. M. Arrive at Cincinnati.....6:30 A. M., and 7:00 P. M. The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequaled by any Railway on this Continent.

Sleeping Cars on night trains. If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, S. E. C. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, E. 2 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 50 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

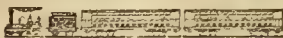
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:41 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:45 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENNA.....	9:25 "	0:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MAADVILLE.....	1:10 "	2:5 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a traveler the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

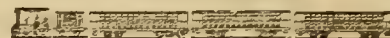
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Third streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FOLGER, Gen'l Ticket Agt. D. McLAURE, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware L. & Cawanna and Western Railroad, and at East on with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sunday, when one evening Train.
Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New York as follows:
At 6:00 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Berzen Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Eaton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, etc.

9:00 a. m. Western Express —For Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:30 and 11:00 p. m. for Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:00 p. m.—For Somerville and Flemington.

6:20 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN AND NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Berzen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 536 Broadway, and the principal Hotels

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twenty-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:00, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 5:00 (Ex.) p. m.
For Bridgeport, 7:00; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 5:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 5:30; 6:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:36 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); 2 a. m. (Ex.); 3:00 (Ex.); 12:15; 8:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex.); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

Commodious Sleeping Cars attached to 8:00 p. m. train.

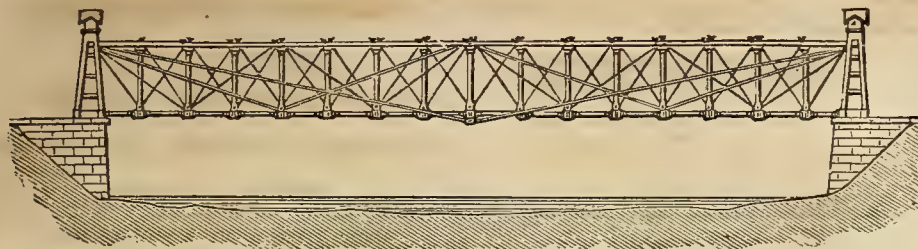
JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.

Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND
Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAIL
ROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel. Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IS—

Railroad, Car and Machine

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates & Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI

PERKINS & LIVINGSTON,
54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities in mission only: negotiates Loans and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the *recent Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wcs. Ag't, Ballaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
passengers call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily.

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City and all Western Cities.

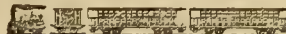
TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7:20 A. M. 8:00 A. M.
St. Louis, Cairo, & Louisville....	7:50 P. M. 11:00 P. M.
Louisville, Special Train.....	3:45 P. M. 1:50 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7:50 P. M.	
Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.	

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill street. C. E. FOLLET, General Ticket Agent.
W. D. GAWWEL, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 8:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

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Fare the same and time shorter than by any other route. Baggage checked through.

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Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
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CORRUGATED IRON ROOFS

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MOSELEY & CO.
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Locomotive and Railroad

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COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tyres, etc.

—AND ALSO TO—

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JOHN ELLIS, President.
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PASCAL IRON WORKS.

ESTABLISHED 1821.

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MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 16 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

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Gas Works Castings, etc., etc.

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Philadelphia, Wilm'gton & Baltimore

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RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.14 P. M. (Express)

On Sundays, 10.24 P. M.
Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

Editors

CINCINNATI:
THURSDAY, JUNE 28, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
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" " per month.....	25 00
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" " per annum.....	200 00

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If subscribers order the discontinuance of their newspapers, the publisher may continue to send them until all arrearages are paid.

If subscribers neglect or refuse to take their newspapers from the office to which they are directed, they are held responsible until they have settled the bills and ordered them discontinued.

If subscribers move to other places without informing the publisher, and the newspapers are sent to the former direction, they are held responsible.

Address business and other communications to

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

LITTLE MIAMI.

	Depart.	Arrive.
Cincinnati Express	6:00 A. M.	6:30 P. M.
Mai.	9:00 A. M.	6:20 A. M.
Mi ford Accommodation.....	3:30 P. M.	5:20 P. M.
Columbus Accommodation.....	4:00 P. M.	9:45 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Lightning Express	7:00 P. M.	5:35 P. M.
Night Express.....	11:40 P. M.	9:45 A. M.

MARIETTA AND CINCINNATI.

Baltimore and Washington City Express and Hillsboro Mail...	9:10 A. M.	4:55 P. M.
Baltimore and Washington City Night Express.....	12:35 A. M.	6:00 A. M.
Marietta and Parkersburg Mail...	9:10 A. M.	4:55 P. M.
Jackson and Portsmouth Mail	9:10 A. M.	4:55 P. M.
Hillsboro and Chillicothe Accommodation.....	4:00 P. M.	10:00 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:50 P. M.
Toledo and Detroit.....	7:00 A. M.	9:50 P. M.
Dayton and Sodusky.....	7:00 A. M.	5:50 P. M.
Richmond and Chicago.....	7:00 A. M.	5:50 P. M.
Dayton Accommodation.....	6:45 P. M.	9:35 A. M.
Dayton, Indianapolis and Cambridge City.....	2:30 P. M.	12:55 P. M.
Toledo, Detroit and Bellefontaine.....	5:00 P. M.	12:55 P. M.
Hamilton Accommodation.....	8:10 A. M.	
Richmond & Chicago.....	5:30 P. M.	1:10 P. M.

CHICAGO & GREAT EASTERN.

Richmond and Chicago.....	7:00 A. M.	9:50 P. M.
.....	5:30 P. M.	1:20 P. M.

INDIANAPOLIS AND CINCINNATI.

St. Louis and Chicago Express.....	7:10 A. M.	8:50 A. M.
Mail & Springfield Express.....	1:20 P. M.	4:30 P. M.
St. Louis and Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg and Harrison Accommodation.....	4:30 P. M.	8:30 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:50 P. M.
Connersville, Cambridge City and Indianapolis Express.....	2:30 P. M.	12:55 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:00 A. M.	4:35 P. M.
Caboose.....	4:00 P. M.	8:00 A. M.

KENTUCKY CENTRAL.

Express.....	6:40 A. M.	6:30 P. M.
Accommodation.....	1:50 P. M.	11:00 A. M.

ATLANTIC AND GREAT WESTERN RAILWAY.

Morning Express.....	9:40 A. M.	6:40 P. M.
Night Express.....	10:50 P. M.	7:30 A. M.

Southern Railroads and Cincinnati Manufactures.

We have written so much, and apparently so much in vain, on the subject of Southern Railroads from Cincinnati, that we are almost ashamed to say another word. Either the subject is not understood, or we are in great error, or the commercial men of Cincinnati are wilfully blind to their own interests. We should say no more, but that the article in the RECORD of June 21st, signed "W. A.," has again aroused our attention and induced us to add a little more on the same topic. Never before in the United States was such an opportunity offered, not even in Philadelphia with all its coal and iron, as is now offered Cincinnati to become an immense manufacturing city. Some central point in the Valley of Ohio will be, and if Cincinnati neglects or rejects its opportunities, most assuredly the position she ought to have *will be seized by others*. There is no mistake about this at all. The great coal and iron regions will be developed, and they will produce manufactures on a great scale; but, if no railroads are made into those regions, chiefly South, directly from Cincinnati, which she can control, the business of those regions will soon pass to other places; and for want of Cincinnati aid, the factories themselves will pass from her either to the mining regions or to the cities of the South. That, Cincinnati has in itself a peculiar adaptability to become a great manufacturing centre is evident from three considerations;—1. What it has done. Just look at the figures. The products of Manufactures in the different cities of the United States were as follows:

New York.....	\$159,107,369
Philadelphia.....	135,979,777
Cincinnati.....	46,995,062
Boston.....	37,681,808
Baltimore.....	21,083,517
New Orleans.....	11,373,265
St. Louis.....	27,610,079
Chicago.....	13,555,671

When it is considered, that a large part of the "products" of Manufacturers and Mechanics in New York and Boston consists of house and ship building, it will be seen, that in fact, the order of Manufacturing towns is, 1. Philadelphia; 2. Cincinnati; 3. St. Louis. The cause is the same in each one, and as that cause will continue, and with still greater power in future, these cities will in future grow in manufactures still faster, and throw New York and all mere commercial towns into the shade, as to manufactures. This result, as exhibited now, is proof that Cincinnati has a peculiar adaptation to manufacturing, both in the natural elements which surround it, and in its central position. But if Cincinnati is not willing to move hand or foot in aid of itself, it must inevitably lose its position, both in commerce and manufactures. 2. The elements, which have already made Cincinnati a manufacturing town, third in rank, are only

begun to be developed. In our last article, we touched very briefly on this point. Among the facts stated was this, that in the coal fields surrounding Cincinnati were 50,000 square miles of coal, of which 30,000 square miles were in Kentucky and Western Virginia. Probably this is an under estimate; but, it is sufficient to show, that there is an *exhaustless supply* for thousands of years, of the great material motive power of the world, viz.: coal. But, iron is just as abundant, copper and zinc also. What Mr. Gladstone set forth as the mighty power of British commerce (coal), is here as abundant and inexhaustible, as the earth under our feet. It will cost something to dig up the earth, and so it will to dig up coal. But, with the economy of industry, coal may be had here at the very minimum price. "W. A." says:

"I am bold to affirm, that Cincinnati has natural advantages, which zealously and shortly improved in the way proposed by the RECORD, will enable her in a much shorter time than Paris has attained it, to reach a population of 1,800,000. I say nothing about her being the greatest city of the West."

In addition to what we have said, "W. A." points out forcibly, and by the Statistics of Cotton culture, that the extension of cotton culture may be carried on indefinitely; and that Cincinnati may be made a centre of the Cotton Manufacture. Why not? If it is profitable to carry on the cotton manufacture at Lowell, Massachusetts, it must be much more profitable in Cincinnati. Bread is cheaper, coal is cheaper, and cotton is cheaper.

3. Very little of this magnificent result, anticipated here, can be accomplished, without the two Southern Roads, to which we have alluded; 1. To Knoxville or Morristown; 2. To Richmond and Norfolk. But, little is required from Cincinnati to accomplish. Nominally full \$800,000 has been subscribed as a bonus to the Knoxville road, and only \$200,000 more is asked. It ought to be raised in a day. It is a mere trifle in a city whose wealth exceeds one hundred and fifty millions of dollars. The Knoxville road is under way on the Southern side, as this extract from the Report shows:

"The Knoxville and Kentucky Railroad Company commenced repairing their road on the 1st of last month, and are pushing forward the work as rapidly as possible. Iron has been purchased to replace that taken up by the military authorities, and by the middle of next month the first ten miles will again be in running order. A large force is engaged in the repairs of the second ten miles but the work proceeds slowly on account of a very heavy slide in a deep cut at the commencement of this section. I can, however, promise that by the 1st of January, 1867, the cars will be running to Clinton, on the north side of Clinch River, twenty miles from Knoxville. The piers for the heavy bridge at that point are already completed, and the decision upon the bids for the superstructure will be made immediately upon my return to Knoxville.

The next section of nearly eleven miles in

length, from Clinton to Coal Creek, will be located next month, a portion of the surveys having been already made."

The Road from Cincinnati to Norfolk wants no assurance but the *Ohio link*; for Virginia has recommenced the work on the Covington & Ohio Road, which will make a Railroad from Norfolk to Guyandotte. Thus it seems that Cincinnati needs to do but little, so little, that it is wonderful it has not been done long ago, to complete two railroads, which will make her a city equal to New York. Is there a man who would not contribute something to that result?

Southwest Branch Pacific Railroad.

As citizens of a great, growing and prosperous country, we cannot feel indifferent to any work designed to develop its resources and add to its wealth. The State of Missouri, some years ago, saw that without commerce or the means of locomotion, other than "waiting for the wagon," but little progress could be made by her in developing her wonderfully rich territory, except in such favored localities as were contiguous to her *sometimes* navigable streams. With the view of turning the tide of emigration to her lands, the State made liberal appropriations in aid of the various schemes of internal improvement, and had it not been for the curse of slavery, great progress would have been made. This stumbling block, however, has by the war been removed, and she now stands forth in all her majesty, free and unincumbered.

The Legislature of Missouri at its last session took another step in the right direction, and passed a law authorizing the sale of her lines of railroad; for we hold that although it is the duty of States to aid in the construction of railroads through sparsely settled localities, especially where the State has a direct interest in opening up lands for settlement, yet it is contrary to sound policy and is inimical to the true interests both of the State and the roads, that the State should be the constructors, owners and operators of railroads. Private enterprise can better construct, manage and operate railroads than can States. For this reason we say that the State acted wisely in ordering a sale of her railroad property; and even although there may have been fraud and collusion, as is charged, in completing the sale of the Southwest Branch Pacific, to Gen. J. C. Fremont, without at all endorsing the fraud or collusion, we congratulate the State on its success in disposing of its elephants. The interest which the State of Missouri held in this road had cost her in actual cash \$4,500,000, and had an estimated and intrinsic value much beyond that sum. The total property, rights, and interests of the State in this road was valued at \$8,000,000, and consisted of seventy-six (76) miles of railroad built and in running order, commencing at Franklin on the main

line Pacific Railroad, thirty-seven miles from St. Louis, and running thence to Rolla, supplied with locomotives, rolling stock, station houses, etc., and valued at.....	\$3,500,000
About 35 miles more of said road partially graded.....	500,000
1,035,000 acres of land, granted by the United States in aid of said road in 1852.....	3,000,000
Upon which is situated the Granby Lead Mine, and which passes by the sale of the road; worth.....	1,000,000

Total valuation of property.....\$8,000,000

Now, in the controversy relative to the sale of this property, that there was considerable *Jeremander* in the affair is clearly proven by the fact that this vast and valuable property came very near being transferred for the paltry sum of \$350,000. If the bidding was to be carried on by *sealed* proposals, we find fault with the Commissioners for allowing competitors to see each other's bids. If no bid was deemed advantageous *all* should have been rejected, and new proposals invited. But if the sale was to be made at *public outcry*, the case was different. Then the time and place of sale should have been definite, and the competition free. The combination of the two methods of selling opens the door, if not for fraud and collusion, for at least the liability to the charge of such a crime. The statement of Commissioner A. W. MAUPIN, published in the *Missouri Republican* of June 22, makes out a strong case, and if all that he says is correct, we doubt very much if the title acquired by Mr. Fremont will be valid and worth the price he has paid. That this condition of affairs must work to the injury of the road, and retard the development of the country through which it is to pass, no one can doubt. In this view of the case it may prove also equally unfortunate for the buyer as well as the seller, notwithstanding the margin made in the purchase. The only interest we feel in the matter is for the rapid completion of the work. As we stated before, if fraud has been practiced, it is greatly to be deprecated, as indicating a low state of morals in our leading public men. Yet at the same time we contend that it would be better they were given away, than to be longer held by the State, and we repeat that we congratulate Missouri on the successful disposal of her elephants.

S. C. Conover, Superintendent of the Eaton & Hamilton, and Cincinnati, Richmond & Chicago Railroad, as reorganized, has, we understand, resigned his position, to take effect on the 1st inst. Mr. Conover proved himself a faithful and successful officer, and enjoyed the fullest confidence of the officers under whom he served.

The *Hannibal Courier* of June 7th says: "It is credibly reported that the Hannibal & St. Joseph Railroad Company have purchased the Quincy and Palmyra Branch road, and intend making West Quincy the principal terminus at this end of the route.

Railroad Meeting in Cincinnati.

CINCINNATI AND CHARLESTON RAILROAD.

Speech of Mr. Trenholm.

At the meeting held in the Chamber of Commerce on the afternoon of June 19th, Mr. Trenholm, of Charleston, S. C., made the following remarks:

Mr. President and Gentlemen of the Chamber of Commerce of Cincinnati:

I beg leave on behalf of the Committee which I have the honor to represent on this occasion, to return you our thanks for the favor which you have accorded us, in permitting us to be heard by you to-day.

The subject we desire to present for your consideration is one in which I suppose you have a common interest with us Gentlemen: It is nearly forty years since a distinguished citizen of my native State, a scholar, a philanthropist, a philosopher, a man who deeply studied all of the present with a view to penetrate into the obscure, but great future of our country, discovered—perhaps before many who are now before me, and who have so deep an interest in those results to which his reflections were directed, were born—the great destiny that awaited the city of Cincinnati. Why, gentlemen, at that time you were, comparatively, an obscure town, seated, like a modest maiden, upon the banks of the Ohio, and which has been described by Mr. Randolph as a stream that dried up in summer, and was frozen in winter, but who looked, my fellow-citizens, at your destiny with a prophetic eye, and beheld in his clear and penetrating vision the 250,000 inhabitants that are now here to-day. He foretold to us the great destiny of Cincinnati. He told us in South Carolina that she was to be the Queen of the West, the center of the great commerce, which must necessarily arise from the millions that were crowded and crowding into the valleys of the Mississippi. Well, sir, even at that early day, he showed us how, by the construction of a railroad through the gaps of the mountains which divided the waters that flow into the Atlantic on one side, from those which empty themselves into the Gulf of Mexico on the other, we might draw together two cities which represent 3,000 miles in extent, notwithstanding the barriers which nature had interposed—might draw closer together the bonds of political affection, of social consanguinity, and of mutual commercial interests. Now, sir, it is in obedience to these views—which no time nor circumstance can change, though they have delayed its accomplishment, but shall not eventually deny the fulfillment of—that I present myself before you. Yes, sir, it is in obedience to the views entertained nearly half a century ago that those of us who have presumed to approach you to-day upon this question, dare to offer to you the views which they believe concerns your own welfare as deeply as they affect ours.

It is true, Mr. President and gentlemen of the Chamber of Commerce, that since my arrival in your city, I have discovered that your views in relation to your railroad projects do not entirely harmonize with our own, and if it had been left to my own unbiased choice and my unaided judgment, I would not have ventured to submit to you the plans which we have entertained in our own State. But I have been charged with this duty, and you have had the courtesy to permit me to offer these views to your consideration, and in obedience to the obligations thus imposed upon me I present myself before you.

Now, the special scheme we advocate, is the construction of what we denominate the Blue Ridge Railroad. It commences at the town of Anderson, in the State of South Carolina, and it terminates at the city of Knoxville, in the State of Tennessee. The length of this projected road is 194 miles. Now, gentlemen, I desire to detain you but as short a time as possible, and I will consult brevity as much as the nature of the subject will permit. I therefore desire briefly to submit to your consideration the actual condition of this work, the progress which has been made in its construction, the amount of money that has been expended upon it, and the inducements that are now submitted to you as motives for co-operating with us in its accomplishment. I have said that the road is 194 miles in length. For the sake of brevity in calculation we will call it 200 miles. The original estimate of the cost of this work was seven millions five hundred thousand dollars, that is to say, \$37,500 per mile.

Now, I desire you at this point, to consider that there is not another road across the mountains, connecting the waters that flow into the Mississippi and into the Gulf of Mexico with those that empty themselves into the Atlantic, that has cost less than \$60,000 per mile; that is the minimum. I desire you to consider that there is not one of those roads that presents a lower grade than seventy feet to the mile. Now, the road we offer to your consideration is to cost but \$37,500 per mile; the grade going east, which is in the direction of the heaviest freight, is forty-five feet to the mile, and the grade going west, which is in the direction of the lightest freight, is sixty feet per mile. Now, gentlemen, I address you as I am accustomed to address business men. I am a merchant myself. I have been a co-laborer with you ever since I was twelve years of age. I am neither a politician nor a public speaker. I know nothing of oratory or rhetoric. But I desire to deal with you as I would were I addressing myself to a single individual in making an honorable trade. I have had experience enough in my life to know that it is in vain to expect, and it is wicked to endeavor to induce a man to do that which is contrary to his interest. I know that it is equally in vain, or if it is not equally in vain, it ought to be, to ask any enlightened community to do that professedly for their benefit, which is not promotive of their interest. I would feel that it was impudent to come here and ask you to consider the expediency of contributing to the construction of a railroad that did not lie within the limits of your own State, unless I could show you that it was a good bargain; that it was a valuable acquisition; that it was a thing that sensible men ought to undertake, and that wise men ought to covet. If I fail to do this here—and I do not expect any thing else—I shall not be in the least disappointed if you dismiss the subject without a moment's consideration. Well, now, here is a road 200 miles in length, that is to cost \$37,500 per mile; that is a less grade than any other through road crossing the mountains from the West to the East. You will now naturally ask, What has been done in your own State? What have your own people done in reference to the project? That is what I propose to tell you. Now, thirty years ago, when you had but 25,000 in Cincinnati, you burned bonfires, and you illuminated your town in the prospect of constructing this identical railroad. I stand here as a director and a representative of the same corporation for which that illumination was made. I am a director of

the old Louisville, Cincinnati and Charleston Railroad Company, to which your State on that occasion granted a charter to which Kentucky, North Carolina and South Carolina granted charters, and gave their encouragement and approbation. Well, sir, on that occasion South Carolina subscribed one million of dollars for that enterprise: she indorsed bonds of the company for two millions more; her citizens subscribed and paid their subscriptions for one and a half million more—making four millions and a half subscribed to this enterprise in 1836. The calamities of 1837 and '39—which you, Mr. President, and few here had any share in—overwhelmed this company in the general disaster which befell every enterprise in our country at that day, and the work was brought to a summary and unexpected close. It slumbered for many years, but in 1851 it revived again under the influence of the same conditions, which, if possible, were more strongly entertained than they had been at the inception of the scheme. In 1851 the States of N. Carolina, Tennessee and Georgia combined in granting charters for the renewal of this enterprise. Our people came forward on that occasion, and again testified their confidence in the substantial character of the enterprise and in the strong motives which encouraged its prosecution, by subscribing again, through the State, \$1,300,000 for its prosecution. The city of Charleston subscribed \$1,000,000 toward the same, and the citizens of Charleston subscribed \$500,000 more. So that in the aggregate \$7,500,000 have been invested in this enterprise in our own State.

We have constructed thirty-four miles of this mountain road; we have expended in heavy masonry, in tunneling, and in various other works eighty per cent. of all the work that remains to be done in the State of South Carolina; fifty per cent. of all the work that is to be done in Georgia and in the State of Tennessee, and twenty miles they have graded in the direction of the State of Georgia. We have expended \$3,000,000 upon this work; there remain 164 miles to complete it, and it requires \$4,500,000 of capital to accomplish the conclusion of our enterprise.

Now, the object of our visit to Cincinnati is to say to you that, having expended \$3,000,000 upon this work; having now in our possession the substantial productions of that enterprise, and being able to show you that the money has been judiciously and advantageously expended; that there are thirty-four miles upon which the cars are running; that there is a large portion of the most difficult part of the work that is nearly accomplished; that it can be completed for the sum of \$4,500,000, we come here to say to you that we are willing to sacrifice a large part of what we have already expended upon this work, if you unite with us in the accomplishment of its completion.

Now, gentlemen, you will ask me what interest Cincinnati has in this work. It was well said by a distinguished *savant*, in considering philosophically the face of our country, its mountains and its plains, that the Mississippi River, in running across the parallels of latitude, instead of running parallel with them, had conferred upon our country the greatest possible blessing which such a stream could do; that the river Amazon in South America, which was its equal in every other respect, but whose course ran with the parallels of latitude, offered to the people who inhabited the States upon its borders only the interchange of commodities produced in the same latitude, and although its discovery antedated,

and its population exceeded the Mississippi, it never had, and never would, produce a commerce which made the slightest approach to that of the Mississippi.

Now, gentlemen, as merchants and practical men, you can understand that; you know the advantages of exchanging the productions of Ohio with those of Louisiana; you know the advantages of exchanging the productions of temperate latitudes with those of the tropics. This is precisely the commerce that is afforded by the Mississippi, and it is precisely the commerce that we offer to you in this railroad connection we propose. Now ours is a road which is to run across the parallels of latitude. Here is a road which will, when completed, bring you 300 miles nearer to the South Atlantic ports than by any connection you now possess. I have seen at the door of my friend, who, I hope, will address you in a few moments, and whose residence is only 500 miles from Cincinnati, the products of Ohio, with the freight marks of Cincinnati upon them, that had made a circuit of 2,500 miles to reach him. Now consider what an advantage you would possess in reaching a country not 500 miles away, to which now, by your nearest approach, access can be gained only by 1,700 or 1,800 miles of travel. The interior of South Carolina—the interior of Georgia—teeming with population, alive with enterprise, rich in the productions that minister to your prosperity, and your own aggrandizement, is yet 1,700 or 1,800 miles distant from you by the nearest road you can avail yourselves of. Your nearest approach to that is by the Baltimore & Ohio Railroad. When you have got to Baltimore you have 200 miles of bay navigation, then you have 500 miles of ocean navigation, and when you have reached the harbor of Charleston or Savannah, you have 300 to 500 miles of transportation before you reach the region I speak of; while here I say you are not within 500, but I will say within 164 miles, because, practically and substantially all that separates you from this people is the section of which I spoke, and that is 164 miles only in length; for, as I have learned since I have been here, you intend to construct your road from Lexington to Danville, and probably from Danville to Philadelphia, upon the Tennessee and Georgia roads. I take it for granted you will make your connection with Knoxville. The people of East Tennessee are equally intent, and are actively engaged upon the work of building a railroad to meet you at the confines of Kentucky, at the line. Therefore, I assume it as a fixed fact that the road from Cincinnati to Knoxville will be rendered complete in a period of short duration. Now, when you have reached Knoxville you will be separated by but 164 miles from a large, industrious, enterprising, and thrifty population, and large consumers of all your productions. Now, gentlemen, what we substantially propose to you is this: We have expended \$3,600,000 upon this road, 164 miles only of which remains to be completed; now, we desire your substantial men—your men of thought and enterprise—to consider whether, if we give you up \$1,500,000 of what we have expended upon this road, it is not worth your while to make an effort to raise the capital that will not only construct the road, but will give you what no other city or State possesses, undivided control of the great trunk railway and thoroughfare, and the only one through which all the commerce behind you—St. Louis, Chicago, the commerce of Kentucky as well as of your own—can reach the South.

Now, Mr. President, it may not appear very modest, in your estimation, to differ from you in the views which I find you to entertain in respect to your connection with the Gulf; but I venture, with great diffidence, to offer some suggestions. I have heard that you intend a scheme of railway connection with Pensacola Harbor. I beg to invite your attention to the reasons I shall assign for differing from you, and showing that it is of more value to you, and far more to your interest, to make connection with Charleston or Savannah, than it is to go to Pensacola. Now, why do you wish to go to Pensacola? It is true you have a fine harbor there; nobody disputes that. When General Jackson was in Florida in the war of 1812, he and his aides who accompanied him knew as well and considered as maturely all the temptations that were held out by Pensacola as a seaport town, as we do at the present day. I had an opportunity, only a few days before leaving my native city, of conversing with a gentleman eighty years of age, and who was an aide to General Jackson, and who upon the spur of the speculation which was excited by those reflections, had ventured upon the purchase of lands in Pensacola, with a view to amassing a fortune for the generations that were to succeed him, and who at this moment will be very happy to sell to any gentleman in this assembly the lands that he bought fifty years ago at the price he then paid for them.

You have two fine harbors in the Gulf of Mexico, Mobile and New Orleans, but I have heard, since I have been here, that the water upon the bars of New Orleans and of Mobile does not admit of the introduction of large cargoes in vessels of great tonnage and great draught, which, it is supposed, are excluded from the commerce of the gulf by that circumstance. Why, gentlemen, this is a mistake. There is no commerce in the Gulf of Mexico which you ought to choose to conduct from the ports in that gulf, except such as comes from the Gulf of Mexico itself and the coast of South America. Now, if you do that, you must be governed by the depth of the water upon the bars of the ports with which you trade. Well, now if you trade with Galveston, the depth of the water there is seven feet. What then is the use of having twenty feet at Pensacola, if you have but seven feet at Galveston? The great commerce with ports of South America, beyond Galveston, is with Rio Janeiro. The principal cargoes that come out of that port are cargoes of coffee. Now, you are deeply interested in the coffee trade. You import 130,000 bags of coffee into Cincinnati yearly. Would you import that through the harbor of Pensacola? That is the test question. Would you import those cargoes by way of Pensacola?

Now, gentlemen, the largest cargoes of coffee that were ever received into any port of the United States came to the harbor of New Orleans. Admitting that you have not the same depth of water at New Orleans that you have at Pensacola; but you have depth enough at New Orleans and Mobile for all the trade you may desire to carry on in the Gulf, and you ought not to desire to carry on more of your own commerce through the Gulf than is absolutely necessary. And why should you not? Simply because all the commerce that does not go to the opposite ports of the Gulf of Mexico, or to the coast of South America, except the exportation of flour to Rio Janeiro and importation of coffee, all the commerce that passes out of the gulf ports goes within sight of the lighthouse of Charleston.

The distance from Cincinnati to New Or-

leans is 1,500 or 1,600 miles; the distance from New Orleans to the lighthouse at Charleston is 1,500 more. There you have 3,000 miles. You make a circuit of 3,000 miles before you start from the point which you attain by railroad transportation of 700 miles; and in doing that you pay four times the amount of insurance that you would have to pay from the port at Charleston, because from every port at the North the insurance is four times as much as it is from Charleston to any Northern or European port. You may, therefore, see that you have no motive at all—at least so it appears to me, for endeavoring to make other or different connections with the gulf ports than those you already have. And in this connection I have used the arguments of least weight against this project, because at Pensacola you have to found a town—to build up a city. You have to build your wharves and your warehouses; you have to establish your banks and your commercial houses, all of which you already possess at New Orleans or Mobile. Now I am not one of those who place any confidence in arguments to draw trade from its natural channels. I am not one of those who think I can say any thing to persuade any intelligent man that by the construction of this road Charleston will get any share of the commerce that belongs to New York, Baltimore, Philadelphia, Mobile, or New Orleans.

But I do say as regards all this vast country that lies west of Cincinnati, and upon which your hopes of future aggrandizement and upon which your present commerce is based, that in view of your natural desire to become the centre of commerce of this vast region, that what you want is to make Cincinnati as nearly equal to a maritime town as you can. A city or town that has a great bay, into which great vessels can enter and depart, innumerable and *ad libitum*, and offer the freest intercourse with all the world, has its own peculiar advantages. And the disadvantages that an inland town labors under is, that she has not got a bay, that she has no connection with the ocean, and the very best thing that such a town can do, the nearest approach she can make to the great advantages that belong to a maritime position is, that she should have as many railroads radiating from her, in all directions, as is possible for her to construct.

Now you propose to build your railroad from Lexington to Danville. I have no right to express an opinion upon that project. It is wise; it is judicious; it is a noble scheme; it is precisely what we supposed and understood when we left home that you would have your railroad to Danville. Now Louisville is constructing a railroad to the same point, and here, Mr. President, is where I have been somewhat disappointed in the expectations which I entertained in regard to our consultation. I can say nothing; I ought to say nothing in opposition to your schemes. When you go to Danville, if you chose to go in a straight line down to Philadelphia I have no right to say it is not the wisest and best thing you can do. I do not know. I think you are the proper parties to determine that question, and that it ought to be left to you to decide without any interference from outsiders.

You ought to know when you get to Danville whether it is your interest to strike, in a straight line, for Philadelphia, or not; but what I want you to consider is this: when you get to Danville, and have the means and the inclination to strike another railroad as long and as costly as that will be from Dan-

ville to Philadelphia; what I want you to consider is, finding yourself in these circumstances, and with the inclination, whether it will be best for you to carry out that scheme provided you have a connection by the extension of the Lebanon branch of the Louisville road to Knoxville, whether then it will be wiser and better for you to expend your money in the extension of that road to Philadelphia, or to combine with us and construct the road from Knoxville to Anderson, which will bring you 150 miles nearer to Charleston, to Savannah, and all the interior of Georgia, than you can possibly reach by any other route.

I desire to call your attention to the fact that if you do get to Philadelphia, you must still when the railroad shall be constructed—and its construction is inevitable—I have not come here to urge that its construction might be defeated, as much as to urge that it might be delayed—all the commerce that comes to you from the South Atlantic, and all of the productions that you sell to the South Atlantic must still go by way of Knoxville. What ever may be supposed to be gained by making a straight line from Danville to Philadelphia, which, perhaps may be a saving of 115 miles, you lose thirty-five in making the connection. All the freight passes over your road from Danville to Philadelphia, going or returning, must break the bulk at Philadelphia: it must go up on the East Tennessee and Georgia Railroad to Knoxville; it must break the bulk there again to be transferred to the Blue Ridge Railroad. And that, to my mind, in my judgment, would give a superiority and advantage to the Lebanon Road, which makes a direct connection at Knoxville with the Blue Ridge road. That is a proposition which it seems to me difficult to refute. Now, I do not say this for the purpose of dissuading you from your scheme.

I am one of those who believe that the more railroads you build the better: I certainly did not intend to dissuade you from building that road; but I ask you to consider, if you make up a purse of a million of dollars to offer as a bonus to somebody to build a railroad somewhere for the benefit of Cincinnati, whether you will not get more value for money, if it is given to the purpose of building the connection I have pointed out, than if it is given to build the other road at the present time, and whether, if either is to be postponed, it is not better to postpone the road with which you can dispense—because there is another that will do the work *pro tempore*—than to postpone such a road which opens out to you an entirely new country?

Now, the connection of which I speak will bring Cincinnati three hundred miles nearer the people of the South. It is a noble enterprise; it is a noble project; and what I suggest for your consideration is whether it is not wise, whether it is not profitable, to accomplish it as speedily as possible, and rather to postpone works that are of minor importance. I have been accustomed to properly estimate the value of money, and to regard my own interest in what I do. I frankly admit, unreservedly, that were I a citizen of Cincinnati, I would go in favor of a road as direct as the crow flies, to some point on the Eastern coast. I would not say that it would be Philadelphia. My convictions are strong that I would give the preference to Knoxville, but I agree with you that I would have the road as straight as I could get it, and I would have an independent road; but I do not say, and think I should not, were I

a citizen of Cincinnati, that when the two project I have described were before me, that in point of time I would give the preference to the road from Danville to London, down to Philadelphia and Knoxville, when I had the Lebanon branch; or that I would give that the preference over the Blue Ridge road. I do not think it would not be wise, and I have no hesitation in saying that I do not know but that it would be the best paying.

Now, Mr. President and gentlemen, I thank you for the attention which you have paid me. It is impossible for me to go into details to an assembly so numerous as this, whose time is so precious, and whose patience I feel reluctant to press thus upon as I might do it if I were negotiating with a committee of your own body, and I would venture to suggest that it would be wise on the part of the Chamber of Commerce to appoint a Committee to consider the whole matter, and to enter into a consultation, and to keep up a correspondence with those who represent the Blue Ridge Company, in order to ascertain what the interests of Cincinnati really are, and in order that no error may be committed in this connection in respect to that great project. Why, it is no disrespect to this assembly to say that you are liable to make mistakes. Every man makes mistakes, though he brings to bear upon it the best judgment, the intensest thought, and the most selfish instinct: yet we commit errors that are detrimental; and we all know from experience and observation that great public interests are mismanaged, disappointed or mistaken in their objects, because every man thinks that his neighbor is more occupied about it than himself. What is every body's business is no body's. Now the Chamber of Commerce of the city of Cincinnati, which has so deep an interest in the wise and successful development of this scheme, should appoint a committee to consider what the interests of this great city are, to keep these objects and enterprises in view, and to determine wherefore, in what manner, and under what circumstances the weight of her power and authority and her resources shall be bestowed. Looking to the conjunction of these roads, I think that the great railroad and commercial interests of the State of Kentucky and the city of Cincinnati should combine, and by their joint influence, and power, and resources this small break in the line of connection from the distant Atlantic to Ohio River should be overcome. But I fear that the two States are intent upon different ideas, and that they may not harmonize as we supposed they might; and it is for this reason that I have ventured to make this suggestion.

Mr. President, I again return my best thanks to you and Chamber of Commerce for the favor conferred upon us, in hearing my views on this occasion. [Loud cheers]

—One hundred and twelve miles of the Union Pacific Railroad have been completed, and examined by the Government Commissioners. The track is now being laid at the rate of a mile and a half per day. The road will be finished to Fort Kearney, 200 miles, by October.

—The Omaha Republican of the 7th gives cheering bulletins of progress on the Union Pacific Railroad. There are on the levee at that place fifty miles of iron, and ties for seventy miles, with 60,000 ties up the river, on the transportation of which five steamers are constantly employed.

Chicago & Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers.....	\$1,021,799 69	\$1,065,872 41
" freight	2,222,309 27	2,016,305 54
" mails, etc.	115,301 81	132,057 73
	\$3,359,390 80	\$3,154,235 68
Expenses, viz.:		
Repairs of road.....	\$214,907 24	\$245,861 80
" engines.....	137,477 95	210,031 64
" cars	177,376 61	203,217 25
" bridges.....	16,657 21	28,218 75
" buildings.....	31,297 44	38,229 66
" fences.....	13,795 66	18,551 21
Cost of iron for repairs....	237,244 84	326,453 36
Fuel.....	173,743 05	169,548 19
Oil, waste, etc.....	30,679 34	33,465 60
Loss and damage.....	17,695 38	15,969 98
Contingent account.....	22,062 50	30,397 09
Salaries of agents, etc.....	77,913 50	77,571 97
Labor handling freight....	117,741 88	112,618 69
Pay of train hands.....	135,391 18	146,627 84
Station house expenses....	35,802 05	31,653 74
Stationery, etc.....	14,902 05	11,228 73
Car service.....	.....	115 86
Exchange	1,205 65	.....
Tools and machinery.....	11,879 25	12,294 15
	\$1,467,681 79	\$1,711,454 51
Net earnings.....	\$1,891,709 01	\$1,442,781 17

Payments in 1865-'66.

Rent Peoria & Bureau Valley R.R. Co.....	\$125,000 00
Interest on bonds.....	101,335 00
Dividends including tax on same.....	631,574 94
Interest on Bridge bonds.....	40,000 00
Taxes on real estate.....	63,462 02
U. S. tax on earnings.....	93,792 64
Legal expenses.....	7,361 74
Extraordinary repairs.....	46,438 39
	1,109,098 73
	\$ 343,682 44

There has been expended during the year:

For land	\$131,496 69
For new equipment.....	113,712 10
	245,208 79
Balance unappropriated net earnings.....	\$ 89,473 65

Compared with the previous year the gross earnings of 1865-'66 show a decrease of \$205,155 12; with an increase in operating expenses of \$243,772 72—making the decrease in net earnings \$448,927 84. The increase in gross expenditures over the preceding year was \$517,412 18.

There has been retired and cancelled during the year \$2,500 of the Income bonds, leaving outstanding the sum of \$51,000, and for which the trustee holds \$57,396 27, invested in United States Government Bonds.

The Board have deemed it of the most vital importance to the future prosperity of this road that the Mississippi & Missouri Railroad should be built to the Missouri River, and thus connect with the Pacific Railroad; and with this end in view they have afforded that road aid by advancing money on eight hundred thousand dollars of its Land Grant Bonds to the extent of five hundred thousand dollars, as explained in the two previous reports of this company. The bonds referred to have since been purchased from the Mississippi & Missouri Railroad Company, and now belong to this company.

Since the date of the last annual report, the directors have executed a contract with the Mississippi & Missouri Railroad Company for the ultimate control and use of that road, its lands and franchises on certain conditions, which will more fully appear by reference to the contract itself, which is appended to this report; and in order to further facilitate and with greater speed accomplish the ends in view, the directors have, since their report of May 20, 1865, invested the sum of four hundred and fifty-two thousand two hundred and

forty-two dollars in the purchase of the different classes of bonds of the Mississippi & Missouri Railroad Company.

The expenditures properly chargeable to construction, equipment and tax account amount to \$596,576 05; of which there has been charged to construction, repairs, equipment and tax accounts, \$448,831 84. The balance, \$147,744 21, being charged to ordinary repairs. In addition to the above, \$13,824 42 have been expended in re-building 1,718 feet of pile and trestle bridges.

There have been \$380,008 57 expended in the purchase of the following new material for use in track during the year, viz.: 78,694 ties; 992 tons of new rail; 26 tons Atlas steel rails; 4,136 tons re-rolled rails; 900 kegs spike at \$6 22; 27,820 lbs. wrought chairs, at 74c; 38,740 lbs. bolts for fish plates, at 9.36c; 195,151 lbs. of fish plates at 6.36c. There have been relaid with re-rolled iron 43.78 miles; new rails, 11.43 miles, 1.71 miles of new side track, making a total of 57.01 miles. The number of rails repaired at the company's shops was 15,810, costing \$13,290 64, an average cost per rail of 84.6 cents.

The company have 65 engines, which are with few exceptions in good repair; of this number 6 have been purchased during the year, 26 engines have been thoroughly repaired, 7 of these being changed from wood to coal burners, and rebuilt and fitted with copper fire boxes. There have also been constructed at the shops of the company 2 passenger cars, and 110 freight cars, and rebuilt, 6 passenger and 21 freight cars. A number of pilots, cabs, tanks, etc., have also been built.

The number of miles run by locomotives with passenger trains was 364,870; with freight trains, 791,387; with wood and gravel trains, 78,594—total miles run 1,234,851. The average cost per mile for each locomotive, including repairs, fuel, engineer and firemen, oil, tallow and waste, was 38.39 cents, being 5.28 cents more than the previous year.

The entire cost per mile for operating the road, including car repairs, equipment, land, taxes, etc., was \$9,461 98.

Gross earnings per mile of road.....	\$13,595 07
Net earnings	6,749 65

The proportion of expenses to earnings, including new work, construction, repairs, equipment, land, taxes, etc., was 69.59 per cent. Less extraordinary expenses, 50.35 per cent.

The whole amount of freight transported over the road during the year was 919,172,110 pounds; a decrease from last year of 25,141,823 pounds. The number of loaded cars was 55,097; going west, 23,998; going east, 31,099. Tons carried one mile 59,218,394. Average earnings per ton per mile 3.45 cents.

The number of passengers carried was 434,744, of which 434,891 were 1st class, and 2,853 2d. class; of these, 61,371 were through, and 376,373 way; 204,343 went east, and 233,401 west. Number carried one mile, 26,934,579. The number of soldiers transported over the road, and included in the above, was 40,761, of which 13,437 went east, and 27,324 west. The average rate per mile for transporting passengers was 3.733 cents.

The total number of pounds of freight transported over the Mississippi Bridge during the year was 284,651,806, being 15,350,910 pounds less than the previous year. The number of loaded cars passing for the same period was 17,505, of which 9,067 went east, and 8,434 west. The total number of foot passengers crossing the bridge was 101,675,

of which 50,963 went east, and 50,712 went west. Number of boats passing the draw going north, 437; do., south, 453; barges going north, 238; do., south, 255. Total number of rafts, 576.

INCOME ACCOUNT.

Balance to credit April 1, 1865.....	\$2,034,681 79
Earnings, as above.....	3,154,235 68
	\$5,188,917 47
Dividend, April 10, 1865, 5 per cent. and U. S. tax.....	\$315,789 47
Interest on income bonds, May 1.....	1,472 50
" mortgage bonds, July 10.....	44,950 00
Rent Peoria & Bureau Valley R. R., Aug. 1.....	62 5 00
Dividend, Oct. 10, 5 per cent. and U. S. tax.....	315,789 47
Interest on income bonds, Nov. 1.....	1,472 50
" mortgage bonds, Jan. 10, 1866.....	48,895 00
Rent Peoria & Bureau Valley R. R., Feb. 1.....	62,500 00
Interest on R. R. Bridge bonds, March 31.....	40,000 00
Extraordinary repairs.....	46,434 39
Operating expenses.....	1,711,454 51
Taxes on real estate.....	13,462 12
U. S. tax on passenger earnings.....	13,792 64
Legal expenses.....	7,261 74
Balance.....	2,367,764 23
	\$5,188,917 47

BALANCE SHEET.

Capital stock.....	\$6,500,000 00
Mortgage bonds.....	1,397,000 00
Income bonds.....	51,000 00
Profit, balance of income account.....	2,367,764 23
	\$10,315,764 23
Cost of road and equipment.....	\$2,050,31 72
Stock of fuel on hand.....	292,679 32
" in and materials on hand.....	54,539 46
Mississippi & Missouri R. R. bonds.....	912,242 50
U. S. certificates of indebtedness.....	55,000 00
Cash and U. S. securities in hand of trustees to provide for income bonds.....	57,396 27
Due for military transportation.....	6,612 00
Due from Post Office Department.....	7,362 70
Due from rent of Grain House.....	4,332 41
Uncollected bills at Chicago.....	43,763 79
Cash in Chicago.....	59,471 55
Cash in New York.....	822,911 61
	\$10,315,764 23

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturges, Oliver Charlick, Wm. Whitewright, Jr., John P. Yelverton, Wm. F. Havemeyer, Clark Durant, John F. Tracy and Ebenezer Cook.

Vice-President.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Asst Superintendent.—G. H. BEARDSLEY.

Our Ocean Carrying Trade.

We are just now reaping the bitter fruits of the faithlessness of Great Britain in her observance of neutrality during the late war. It is humiliating to look at the record of the tonnage of American vessels, as compared with years preceding the war. In 1856, seventy per cent. of our foreign commerce was transported in American vessels, and thirty per cent. in foreign. During last year, over eighty per cent. of our trade was done under foreign flags, and less than twenty per cent. under the flag of the United States. The following figures, from the *Journal of Commerce*, shows the steady decline in our standing as a maritime country:

STATEMENT of the Foreign Trade of the city of New York, including the value of imports and exports, and showing the proportion under the United States and foreign flags, for the period named:

Year.	In American Vessels.	In Foreign Vessels.
1857.....	\$29,565,610	\$104,531,631
1858.....	153,594 90	83,254,163
1859.....	213,977 95	167,823,518
1860.....	233,893,593	149,923,149
1861.....	165,604,513	138,933,675
1862.....	150,177,598	238,614,91
1863.....	82,501,244	320,771,709
1864.....	74,016,006	406,227,310
1865.....	83,349,607	345,750,622

The transfer of our trade to foreign carriers began to develop itself, first of all, during the last half of 1861, when the carrying trade was about equally divided with foreign countries. In 1862 the percentage carried in American vessels declined to 33, while the proportion carried in foreign bottoms increased to 61 per cent. In 1863, the amount carried under the American flag was 20 per cent., and under foreign flags 80 per cent. In 1864, we had the worst condition of affairs, the proportion of freights in American bottoms, for that disastrous year, being only 15 per cent., while that of foreign vessels reached 85 per cent. With the close of the war there came a partial alleviation, and for 1865 the trade done in American vessels increased to 20 per cent. of the whole, while that done in foreign decreased to 80 per cent. Rarely has a war been attended with such disaster to a great shipping interest.

The *Journal*, in discussing these suggestive figures, overlooks the important fact that the very partial recovery after the close of the war, is to a large extent due to the very improper course of Congress. A very large portion of the trade done in 1862, 1863, 1864 and the first half of 1865, was in vessels virtually owned by American citizens, but temporarily transferred under foreign flags for protection against the rebel privateers; and for this reason the actual loss to our shipping interest from the depredations of privateers was not at all what it would appear to be from the above figures. There was, of course, much inconvenience, risk and loss, from our shipowners having their property and business placed in such a condition. The arrangements of transfer were only temporary, and it was supposed, in making them, that at the close of the war the vessels could be retransferred to their original owners. Had this proved to be the case, the last months of 1865 would have witnessed the return of our ocean carrying trade to nearly its former position. But Congress refused to relieve the shipowners from the disabilities imposed by virtue of a heavy tax upon the transfer of foreign vessels to American citizens under an ancient statute. It was the obvious duty of Congress, if not to repeal this law, at least to grant an exception from its provisions to all who, for the sake of protection, had temporarily placed their vessels under foreign flags. This, Congress, with the most consummate stupidity, refused to do; and the result is that our vessels remain under foreign control, and our shipowners and their immense interests are at the mercy of foreigners. If, therefore, Great Britain must bear the disgrace of having, from mercenary motives, allowed armed vessels to leave her ports to prey upon our shipping, Congress must bear the shame of recreancy to our great maritime interests, for having made perpetual the evils which Great Britain produced, and for having banished, for years to come, American shipping from the ocean.—*Economist*.

Impaired Insurance Companies.

William Barnes, Esq., the very able and efficient Superintendent of Insurance of the State of New York, in his report to the Legislature gives the following list of Insurance Companies whose capital has been more or less impaired. The Report is dated January 1, 1866. It would be well to look at your policies.

NEW YORK COMPANIES.

	Capital Stock.	Percentage of impairment.	Amount of impairment.	Paid for dividends in 1865.
Morris.....	\$50,000	37 37	\$18,825 05	
Market.....	200,000	28 89	57,779 44	\$27,000 00
Brevort.....	15,000	28 49	4,270 35	
Adriatic.....	20,000	23 41	4,680 23	
Hope.....	200,000	23 97	47,943 12	10,000 00
Columbia.....	500,000	21 62	107,500 42	
Central Park.....	150,000	17 62	26,422 68	
Croton.....	20,000	15 81	3,167 67	
Resolute.....	20,000	15 83	3,169 12	17,000 00
North-Western.....	150,000	15 78	23,683 34	8,015 34
Harmony.....	30,000	15 60	4,685 70	30,000 00
Importers and Traders.....	200,000	15 59	31,171 66	12,000 00
Guardian.....	200,000	13 84	27,661 73	
Lenox.....	150,000	13 57	20,356 39	13,500 00
Albany City.....	200,000	12 55	25,044 64	
Sterling.....	500,000	11 04	55,000 00	
Corn Exchange.....	40,000	9 51	3,809 53	
Beekman.....	200,000	9 47	18,948 42	18,122 50
Indemnity.....	150,000	7 49	11,253 12	7,500 00
St. Nicholas.....	150,000	7 10	11,157 50	
Clinton.....	250,000	7 28	18,207 33	25,000 00
Grocers.....	200,000	6 91	13,829 40	10,000 00
Exchange.....	150,000	6 45	9,675 77	
Relief.....	200,000	5 91	11,950 02	21,000 00
Tadousmen.....	10,000	4 78	7,167 54	7,775 75
Etna.....	200,000	3 67	7,945 17	7,000 00
Park.....	20,000	2 34	5,082 65	
Irving.....	200,000	2 21	4,429 57	19,812 50
Globe.....	200,000	2 06	4,124 99	20,000 00
Washington.....	400,000	1 98	7,933 52	56,000 00
Mechanics and Traders.....	200,000	1 13	2,257 17	21,954 00
Firemen's Fund.....	150,000	0 65	975 61	
Gallatin.....	150,000	0 16	244 75	9,445 78
Phoenix.....	1,000,000	0 13	1,312 47	75,000 00
Knickbocker.....	250,000	0 05	133 99	28,000 00

COMPANIES OUTSIDE OF NEW YORK.

Massachusetts of Springfield.....	\$200,000	26 62	\$52,449 28	\$16,000 00
New England of Hartford.....	200,000	24 42	48,958 98	10,000 00
Hope of Providence.....	150,000	23 29	34,933 02	189 00
Charter Oak of Hartford.....	360,000	19 73	69,186 42	30,000 00
Home of New Haven.....	500,000	10 45	52,259 55	90,000 00
Jersey City.....	150,000	10 29	15,431 29	22,500 00
Putnam of Hartford.....	500,000	5 15	25,751 46	
American of B. Island.....	150,000	4 85	7,272 23	12,000 00
Thames of Norwich.....	200,000	4 52	9,072 15	10,000 00
Hartford of Hartford.....	1,000,000	2 64	26,425 93	143,527 00

Railway from Vera Cruz to Mexico.

The Imperial Mexican Railway connecting the capital city with Vera Cruz, a distance of 350 miles, is one of the greatest railroad enterprises ever undertaken. In a distance of 55 miles an elevation of 7,000 feet is to be overcome, corresponding to 119 feet per mile, or 2 feet in every 41½ feet throughout the whole distance. The most abrupt ascent ever before achieved was that on the Copiapa line in Chili, 196 feet per mile in 17 miles; but the chief incline of the Mexican Railway at Maltrata will overcome 211 feet per mile in a distance of 23 miles. In achieving this part of the work, the engineers have been called upon to construct over the river Metlac, midway between the cities of Orizaba and Cordova, a viaduct which, when completed, will surpass any structure of the kind now existing in the world, and will of itself be worth a trip to Mexico to see. This viaduct, to consist of an iron bridge, now nearly completed in England, will carry the road over the Barranca de Metlac, at the enormous height of 330 English feet, being nearly 150 feet higher than any such work now extant. One hundred and sixty miles of this road will be opened this month, and the whole is under contract to be completed on the 30th of April, 1869. The road is built under the superintendence of Col. Andrew Talcott, an eminent American engineer.—*N. Y. Tribune*.

If we recollect correctly, Col. Andrew Talcott, of Vermont, was engaged on this lauda-

ble enterprise some fifteen or twenty years ago; for some time he was the superintendent and mining engineer of the Sonora Exploring and Mining Company, during the period when Col. Sam. Colt, of Hartford, was President of that Company. The principal evidence of his capacity while at the mines, was his ability to not to do every thing but one, and that one was to run the Company in debt. In this he was eminently successful. The next great feat that he was successful in, after abandoning the mining enterprise, on account of Indian depredations, was, almost immediately upon his arrival in the States, to accept the position of chief of ordnance department at Richmond, under the rebel rule. We wish the enterprise success, but confess to lack of faith in the eminence of the engineer. The truth is he is an old granny, and was unable to eat a comfortable meal in the wilderness until he sent about 700 miles to San Francisco and obtained four-tined forks and linen napkins.

Milwaukee & St. Paul Railway.

At the annual meeting of the Shareholders of the Milwaukee & St. Paul Railway, held June 16, 1866, the following gentlemen were unanimously elected directors for the year ensuing:

Alexander Mitchell, President; Russell Sage, Selah Chamberlain, N. A. Cowdrey, Fred P. James, Washington Hunt, Walter S. Gurnee, John W. Cary, S. S. Merrill, E. B. Wesley, Julius Wadsworth, H. C. Stimson, Isaac Scott,

At the annual meeting of the shareholders of the Milwaukee and Prairie du Chien Railway, held June 14, 1866, the following gentlemen were elected by a majority of more than 16,000 shares.

Alexander Mitchell, President; H. C. Stimson, Russell Sage, Fred P. James, N. A. Cowdrey, Walter S. Gurney, S. S. Merrill, Hans Crocker, Joseph Rudd.

At the annual meeting of the shareholders of the Minnesota Central Railway, held June 21, 1866, the following gentlemen were unanimously elected directors for the year ensuing:

Selah Chamberlain, Alexander Mitchell, Russell Sage, E. R. Wesley, Walter S. Gurnee, R. T. Baldwin, E. H. Goodrich, Daniel L. Wells.

The number of miles of railway now controlled by the Milwaukee & St. Paul Railway Company is—

	Miles.
Milwaukee & St. Paul Line.....	275
Milwaukee & Prairie du Chien.....	235
McGregor Western.....	50

560

To be added within a short time—

Eastern Division of the La Crosse.....	95
La Crosse & Winona	30
Winona & St. Peters.....	80
Minnesota Central.....	70

Total.....835

Now or soon to be under control of the Milwaukee & St. Paul Railway Company.—N. Y. Tribune.

SCHENECTADY LOCOMOTIVE WORKS.—By the telegram from Schenectady we regret to learn that on the morning of June 26, the greater and most valuable portion of the Schenectady locomotive works was destroyed by fire. Several new engines, together with several near completion, and all the machinery are in ruins.

The loss is estimated at \$300,000: insured for \$65,000. Five hundred hands are thrown out of employment. The fire is believed to be the work of an incendiary.

All railroad men will join us in regrets at this sad catastrophe, for all will acknowledge that the managers of the Works were among the best mechanics and cleverest gentlemen with whom they had to deal. We trust it will not be long before they will get fully under way again, and that an increased patronage will enable them to partially remedy the loss they have sustained.

BUFFALO & STATE LINE RAILROAD.—At a meeting of the Stockholders of the Buffalo & State Line Railroad, held at Buffalo on June 26, the following directors were elected:

Dean Richmond, Charles H. Lee, Henry L. Lansing, James C. Harrison, Joseph Field, Edwin Smith, Wm. Williams, Geo. W. Patterson, John H. Chedell, Wm. S. Brown, John M. Hutchison, Chas. M. Reed.

The Directors elected the following officers: President, Dean Richmond; Vice-President, Chas. H. Lee; Secretary and Treasurer, Henry L. Lansing; General Superintendent, J. Lewis Grant.

LONDON.—The growth of London is the wonder of modern times. "At present the population within the area of a radius of fifteen miles from Charing Cross, or the district patrolled by the Metropolitan police, is 3,469,771 souls!"

This is a quarter million more than the population of the whole State of Pennsylvania!

The population of London is equal to the joint population of the nine largest cities in the United States, to wit: Boston, Brooklyn, New York, Philadelphia, Baltimore, New Orleans, St. Louis, Chicago, Cincinnati.

And if London grows into such vastness on the British Isle, into what proportion will cities grow on the American Continent? Think of Philadelphia, with the minerals of Pennsylvania at its back door; with its facilities for the prosecution and continued development of the mechanic arts; with inland, sea-coast and sea island markets within reach of her means for supply, against any and all competition; and then consider the necessity for improved municipal government!—*Mining Register.*

Trains are now running through to Leavenworth, Kansas, from St. Louis, via the Missouri Pacific Railroad.

—Notice has been given holders of stock and bonds of the Miss. & Mo. R. R., to deposit certificates of the same with the Union Trust Company of New York, if they desire to share the privileges and benefits to be derived from the proposed sale of the road. It is understood that those stockholders failing to comply with this requirement, will be cut off from future recourse in the matter.

The Pittsburg, Fort Wayne & Chicago Railroad Company have declared a quarterly dividend of 2½ per cent., payable free of Government tax on the 17th of July. The transfer books are to be closed on the 30th of June.

—The iron for a continuation of the St. Joseph Valley Railroad from Schoolcraft to Kalamazoo was purchased last week of the Cleve and Rolling Mills. A part of it is now in transit, and the entire quantity is to be delivered by November 1. Nine miles of the line is already located, and it is thought the road will be ready for trains by December 1.

The Michigan Southern Railroad shows an increase in earnings of \$1,900 for the second week in June.

The Eastern and Boston and Lowell railroads have declared semi-annual dividends of four per cent.

The stock of every Boston railroad is above par—the Boston and Worcester, the Western and Boston and Providence are all about 40 per cent. premium.

The Central Railroad Company of New Jersey have completed the first of a series of wharfs for shipping coal at Bergen Point. It is calculated to accommodate six large shippers receiving Coal from the Lehigh Valley Road, a capacity for double the amount heretofore received from that road, in addition to the shipments that will continue at Elizabethport, until more wharfs are built.

The following are the comparative earnings of the Chicago & Northwestern Railway Company for the second week in June, including those of the Chicago & Milwaukee Road for both years:

1866.....	\$191,808
1865.....	175,301
Increase.....	\$16,507

The receipts of the Housatonic Railroad Company for the month of May were:

1866.....	\$10,364 92
1865.....	38,044 50
Increase.....	\$2,320 42

The Portage & Superior Land Grand Railroad corporation, organized at Portage, (Wis.) last week, by electing the following officers; President, John P. McGregor, of Portage; Vice-President, Henry L. Palmer, of Milwaukee; Secretary, Henry B. Munn, of Portage; Treasurer, John Nazro, of Milwaukee.

The Porter county *Vidette*, published at Valparaiso, is informed that the Louisville, New Albany & Chicago Railroad Company have purchased the abandoned road laid from La Crosse to that city, and that it is to be completed to Lake Station, the ties having already been contracted for. Little remains to be done save to place the ties and lay the rails.

The Michigan Southern Road earned the third week in June:

1865.....	\$87,519
1866.....	\$86,726
Dec.....	\$793

The receipts of the Western Union Railroad Company for the week ending June 21, were:

1865....	\$20,379 73
1866....	\$24,910 90
Inc.....	\$4,531 19

MONETARY AND COMMERCIAL.

On account of the general dulness prevailing in business, the demand for money has been more limited, and currency has become more abundant, enabling bankers to meet the wants of customers. Rates, however, have ruled firm at 10@12 per cent. for acceptable paper. The course of gold still continues to be erratic. The daily quotations were:

	Opening.	Highest.	Lowest.	Closing
June 21.....	151 $\frac{1}{4}$	151 $\frac{1}{2}$	149 $\frac{1}{2}$	150 $\frac{3}{4}$
" 22.....	149	149 $\frac{1}{2}$	147 $\frac{1}{2}$	149 $\frac{1}{2}$
" 23.....	149	153 $\frac{1}{2}$	151 $\frac{1}{2}$	153 $\frac{1}{2}$
" 25.....	153 $\frac{1}{2}$	153 $\frac{1}{2}$	152 $\frac{1}{2}$	153 $\frac{1}{2}$
" 26.....	154 $\frac{1}{2}$	161 $\frac{3}{4}$	154 $\frac{1}{2}$	155 $\frac{3}{4}$
" 27.....	155 $\frac{1}{2}$	156	154 $\frac{1}{2}$	155 $\frac{3}{4}$

There is an excess in the supply of exchange, and rates are lower. The usual quotations are:

	Buying.	Selling.
N w York.....	1-10@50 dis.	par.
Philadelphia.....	1-10@50 dis.	par.
Boston.....	1-10@50 dis.	par.
Gold.....	154@154 $\frac{1}{2}$	155 $\frac{3}{4}$
Silver.....	143@144	145@146

The prospects for a fair crop of the principal articles of food, has been materially improved during the past two weeks. The Agricultural Bureau at Washington in their monthly report say:

The apprehensions of a scarcity of crops, which might threaten compulsory economy of consumption, or warrant extraordinary prices, are groundless. From an actual analysis of statistical returns, with a due regard to the usual average product and present losses of each State, the prospect on the 1st of June, was for seven-tenths of a crop, with favorable weather, and the absence from casualties before harvesting.

The *Tribune* of Tuesday says:

Money is quoted irregularly, and in some quarters is reported as more active. The rate on call is 5 per cent, with loans at 4 upon Governments. In commercial paper no change. The Bank statement shows an increase in loans, a decrease in specie, and a decrease in deposits. The figures are as follows:

	June 16.	June 23.
Loans.....	\$247,301,547	\$248,436,808
Specie.....	11,217,305	8,504,076
Circulation...	25,887,876	26,585,394
Deposits.....	202,415,676	201,969,288
Legal Tender..	79,179,304	80,840,518
		Inc. \$1 135,261
		Dec. 2,713,209
		Inc. 697,518
		D c. 416,288
		Inc. 1,661,214

The following are the closing prices of stocks, at the New York Board, as furnished by the *Tribune*.

The closing prices were: Quicksilver, 48@50; Mariposa Preferred, 22@22 $\frac{1}{2}$; New York Central, 98@98 $\frac{1}{2}$; Erie, 59@59 $\frac{1}{2}$; Hudson River, 110@112; Reading, 108 $\frac{1}{2}$ @108 $\frac{3}{4}$; Michigan Southern, 78 $\frac{1}{2}$ @78 $\frac{3}{4}$; Illinois Central Scrip, 120 $\frac{1}{4}$ @120 $\frac{3}{4}$; Cleveland & Pittsburgh, 83 $\frac{1}{2}$ @83 $\frac{3}{4}$; Cleveland & Toledo, 106 $\frac{1}{4}$ @106 $\frac{1}{2}$; Rock Island, 93 $\frac{3}{8}$ @94 $\frac{1}{2}$; Northwestern, 27 $\frac{1}{2}$ @27 $\frac{3}{4}$; do. Preferred, 58 $\frac{1}{2}$ @59; Fort Wayne, 98@98 $\frac{1}{2}$.

The exports (exclusive of specie) from the port of New York to foreign ports, for the week ending June 26, 1866, were \$2,388,335.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 $\frac{1}{2}$ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity. This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6½ " " 35 " " "			
3, 8 " " 11 " " 36 " " "			
4, 8 " " 9 " " 35 " " "			
5, 7½ " " 6½ " " 30 " " "			
6, 10 " " 8 " " 40 " " "			
7, 7½ " " 8 " " 35 " " "			

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.30 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.45 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday August 28.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 10 A. M.	8.50 A. M.
Springfield & St. Joseph Ex.....	1.20 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	5.00 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	4.30 P. M.	8.30 A. M.
Harrison Accommodation.....	10.10 A. M.	2.30 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG-FORT WAYNE & CHICAGO RAIL-
ROAD, in connection with the Cincinnati, Hamilton &
Dayton and Little Miami Railroads, still continues to trans-
port produce and merchandise between Cincinnati and
Pittsburg, Philadelphia, Baltimore, New York or Boston,
and all Eastern points, with the greatest promptitude and
dispatch.

For Rates, Bill of Lading, or any information desired
shippers will please apply to

H. W. BROWN & CO.,

No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH
TRAINS between Cincinnati and the EASTERN
CITIES, passing through the celebrated OIL REGIONS
OF PENNSYLVANIA.

Leave Cincinnati at.....9.40 A. M., and 10.50 P. M.
Arrive at Cincinnati.....6.30 A. M., and 7.00 P. M.
The engines, cars and other equipments of the Line are
entirely new, of the most modern, substantial and approved
descriptions, unequalled by any Railway on this Continent
Sleeping Cars on night trains.

Trains leave from and arrive at the New Passenger
Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply
at New Depot of C. H. & D. Railway, or at northeast corner
Broadway and Front streets, or at No. 89 West Fourth
street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

Byll

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Ticket Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 12 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburg, Columbus and Cincinnati

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.			Day Exp.	Night Exp.
Leaves	CINCINNATI	9:40 A. M.	10:50 P. M.	
	HAMILTON	10:30 "	11:33 "	
	DAYTON	12:05 "	1:10 A. M.	
	SPRINGFIELD	12:56 "	2:03 "	
	MARION	1:50 P. M.	2:40 "	
	URBANA	3:14 "	4:29 "	
	GALLON	4:55 "	5:25 "	
	MANSFIELD	5:45 "	6:30 "	
	AKRON	8:32 "	9:00 "	
	RAVENA	9:25 "	10:15 "	
	LEAVITTSTOWN	11:30 "	11:10 "	
	GREENVILLE	12:00 A. M.	12:35 P. M.	
	MEADVILLE	1:10 "	2:05 "	
	CORRY	2:35 "	3:35 "	
Arrives	SALAMANCA	4:55 "	5:55 "	
	NEW YORK	10:20 P. M.	1:00 "	
	BOSTON	4:55 "	11:55 A. M.	
	PITTSBURGH	2:20 A. M.	3:20 P. M.	
	HARRISBURG	1:30 P. M.	1:40 A. M.	
	PHILADELPHIA	5:35 "	6:40 "	
	BAITMORE	5:30 "	7:00 "	
	WASHINGTON CITY	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

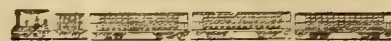
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



Passenger Depot in New-York, foot of Liberty street, and Freight Depot in New-York, Pier No. 2, North River, connecting at Hampton Junction with Delaware, Lackawanna and Western Railroad, and at Easton with Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West without change of cars.

GREAT MIDDLE ROUTE TO THE WEST.

Two Express Trains daily from the West, except Sun days, when one evening Train.

Sixty miles and Two Hours saved by this line to Chicago, Cincinnati, St. Louis, etc., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing April 24, 1865, leave New-York as follows:

At 6:10 a. m., for Easton, Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, etc.

7 a. m.—For Bergen Point.

MAIL TRAIN—At 8:00 a. m., for Flemington, Easton Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston Binghamton, etc.

9:20 a. m. Western Express for Easton, Scranton, Great Bend, Allentown, Reading, Harrisburg, Pittsburg, and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis.

11:00 a. m.; 1:00; 3:30; 5:30; 7:20 and 11:00 p. m. for Elizabeth.

12:00 m. TRAIN—For Easton, Allentown, Mauch Chunk, Wilkesbarre, Reading, Pottsville, Harrisburg, etc.

4 p. m.—For Easton, Scranton, Great Bend, Bethlehem, Allentown, Mauch Chunk, Williamsport.

5:40 p. m.—For Somerville and Flemington.

6:30 p. m.—For Somerville.

8:00 p. m. WESTERN EXPRESS TRAIN—For Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West. Sleeping cars through from Jersey City to Pittsburgh every evening.

ELIZABETHTOWN and NEW-YORK FERRY—Leave New-York from Pier No. 2, North River, at 5:00 p. m. Boats stop at Bergen Point and Mariners' Harbor.

Tickets for the West can be obtained at the office of the Central Railroad Company, foot of Liberty street, N. R., at No. 1 Astor House, at Nos. 271 and 526 Broadway, and the principal Hotels.

640* JOSIAH O. STEARNS, Superintendent.

NEW-YORK AND NEW-HAVEN RAILROAD.

1865. SUMMER ARRANGEMENT. 1865.
COMMENCING MAY 15, 1865.

Passenger Station in New-York, corner Twenty-Seventh street and Fourth Avenue. Entrance on Twelfth-Seventh street.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7:40, 8:00 (Ex.); 1:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30 and 8:00 (Ex.) p. m.

For Bridgeport, 7:04; 8:00 (Ex.); 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:15; 4:30 and 8:00 (Ex.) p. m.

For Milford and Stratford, 7:00; 11:30 a. m.; 3:45; 4:30 p. m.

For Fairfield, Southport and Westport, 7:00; 11:30 a. m. 3:45; 4:30 p. m.

For Norwalk, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 4:30; 5:30; 8:00 (Ex.) p. m.

For Darien, 7:00; 9:30; 11:30 a. m.; 3:45; 4:30; 5:30 p. m.

For Greenwich, 7:00; 9:30; 11:30 a. m.; 3:45; 4:40; 5:30; 6:30 p. m.

For Stamford, 7:00; 8:00 (Ex.); 9:30; 11:30 a. m.; 12:15 (Ex.); 3:00 (Ex.); 3:45; 4:30; 5:30; 6:30; 8:00 (Ex.) p. m.

For Port Chester and intermediate stations, 7:00; 9:30; 11:30 a. m.; 4:30; 5:30; 6:30; 7 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.); 3:00 (Ex.) 8:00 p. m.

For Boston, via Shore Line, 12:15 (Ex.); 8:00 p. m.

For Hartford and Springfield, 8:00 (Ex.); a. m. (Ex.); 3:00 (Ex.); 12:15; 5:00 p. m.

For Connecticut River Railroad, 8:00 a. m. (Ex); 12:15 p. m. to Montreal; 3:00 p. m. to Northampton.

For Hartford, Providence and Fishkill Railroad, 8:00 (Ex.) a. m.; 12:15 p. m.

For New-Haven, New-London and Stonington Railroad, at 8:00 a. m.; 12:15; 3:00; 8:00 p. m.

For Canal Railroad, 12:15 p. m. to Northampton.

For Housatonic Railroad, 3:00 a. m., and 3:00 p. m.

For Naugatuck Railroad, 8:00 a. m.; 3:00 p. m.

For Danbury and Norwalk Railroad, 7:00; 9:30 a. m.; 4:30 p. m.

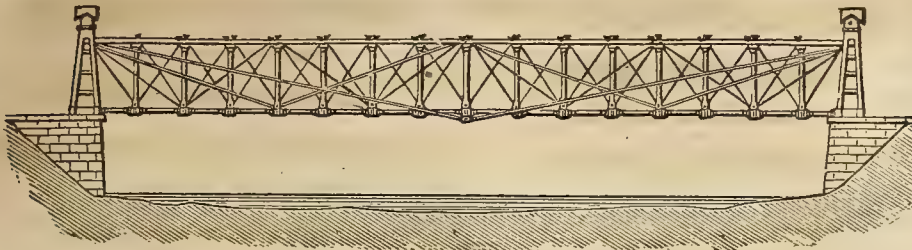
Commodious Sleeping Cars attached to 8:00 p. m. train.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD.
Trains for Albany, Troy and Saratoga Springs, also connecting with the North and West, leave Twenty-Sixth Street Depot at 11 a. m. and 5 p. m.

Tickets may be procured at the offices of Westcott's Express in New York and Brooklyn. Baggage checked from the residence to all points on this road and its connections.

640*



(Plan of Bridge.)

**FINK'S PATENT
IRON RAILROAD BRIDGE.**

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

HOLENSHADE, MORRIS & CO.

MANUFACTURERS OF

Carriage, Tire, Machine, Plow and all kinds of

SCREW BOLTS,

170 to 180 Columbia St. bet. Elm and Plum, Cincinnati.

Bridge Bolts, Rivets, of all sizes, Coach Screws and Thresher Teeth, made on short notice and on the most favorable terms.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

**KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.**

JOHN HOLLAND,

(Successor to Geo. W. Sheppard.)

MANUFACTURER OF GOLD PENS, GOLD AND Silver Pen and Pencil Cases,

No. 6 West Fourth St.

Up Stairs,

CINCINNATI, O.

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN RAILROAD AND CAR

FINDINGS,

AND

MACHINERY,

Of every description.

CORNER COURTLANDT AND GREENWICH STS.

NEW YORK.

ALBERT BRIDGES.

JOEL C. LANE.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

• Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hund Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine S

SUPPLIES,

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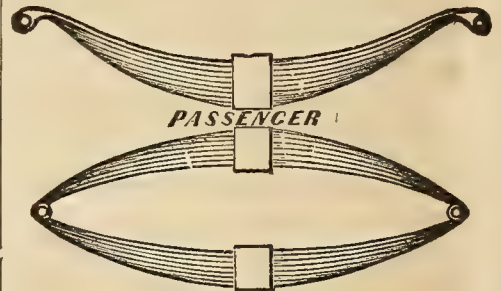
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati

PERKINS, LIVINGSTON &

RAILWAY SPRINGS.

FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

Railroad Iron.

The undersigned agents of the manufacturers, are prepared to contract to deliver the best quality AMERICAN AND WELSH RAILS, of any required weight or pattern. Also Steel Rails, Steel Tyres, Steel Boiler Plates, St. Crossings and Frogs.

PERKINS, LIVINGSTON & POST,

No. 47 West Front St., CINCINNATI

PERKINS & LIVINGSTON,

54 Exchange Place, New York.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on commission only. Negotiates Loans and takes collections.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Cars and Machinery destroyed are being replaced by new running stock, with all recent improvements; and all

The Bridges and Tracks are again in Substantial Condition. The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT, Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks* to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 25 P. M.
Toledo & Detroit.....	7 00 A. M.	9 25 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 50 P. M.
Richmond & Chicago.....	7 00 A. M.	9 25 P. M.
Dayton Bellefontaine and Richmond.....	2 40 P. M.	10 00 A. M.
Indianapolis & Cambridge City..	2 40 P. M.	12 10 P. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 00 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	5 40 P. M.	12 10 P. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Sleeping Cars on the 6 00 P. M. train for Toledo and Detroit. Also on the 5 40 P. M. train for Chicago.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
men buses call for passengers.

Change of Time.

SUNDAY, JUNE 19, 1865.

Cincinnati to St. Louis without Change of Cars.

OHIO & MISSISSIPPI R. R.

Three Trains Daily,

Except Saturdays and Sundays.

For Louisville, Evansville, St. Louis, Cairo, St. Joseph, Jefferson City, and all Western Cities.

TRAINS RUN AS FOLLOWS (SATURDAYS AND Sundays excepted):

Louisville, St. Louis and Cairo Depart.	Arrive.
Mail.....	7 30 A. M. 8 30 A. M.
St. Louis, Cairo, & Louisville....	7 30 P. M. 11 00 P. M.
Louisville, Special Train.....	3 45 P. M. 1 30 P. M.
One train, on Sundays, through to St. Louis and Cairo at 7 30 P. M.	

Sunday evening train, at 8 o'clock, connects for Louisville, via Mitchell and New Albany.

Trains of the Ohio & Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and Through Tickets, please apply at the Ticket Office, No. 82 Fourth Street, adjoining the Gazette Office; No. 12 Broadway, Railroad Hotel building, and at the Depot of the Ohio & Mississippi Railroad, foot of Mill Street. C. E. FOLLET, General Ticket Agent.
W. D. Gaiswold, General Sup't.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—6:50 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—11:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 3:20 P. M.

THIRD TRAIN—3:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omni-buses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

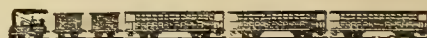
Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

RAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.30 (Express Monday excepted), 8.05 A. M.; 12. A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 8.35 A. M.; 9.55 A. M. (Express); 1.35 P. M. (Express); 7.10 P. M.; 10.14 P. M. Express

On Sundays, 10.34 P. M.

Through connections all points East and West.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JULY 5, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 15 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:30 P. M.	6:30 P. M.

LITTLE MIAMI.

	DEPART.	ARRIVE.
Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

	DEPART.	ARRIVE.
Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:29 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

	DEPART.	ARRIVE.
St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

	DEPART.	ARRIVE.
Chicago and St. Louis Express.....	7:40 A. M.	9:00 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

	DEPART.	ARRIVE.
Cincinnati, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Cincinnati, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

	DEPART.	ARRIVE.
Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

	DEPART.	ARRIVE.
Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

	DEPART.	ARRIVE.
Express.....	7:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

The Southern Railroad and Mr. Trenholm's Speech.

We are like Mounseer Tonson—"come again." As the French say, "we return to our mutton." We cannot wholly give up the idea, that the Railroad from Cincinnati to Charleston in which we have long felt a deep interest should be made, and Cincinnati reap the benefits which she assuredly would, from so grand an enterprise. We have been reading attentively Mr. Trenholm's speech, published in the RECORD of the 28th inst., and are struck with the superior knowledge and ability he manifests on this subject. If Cincinnati had one man of his talent and energy to engage in it, the road would be made forthwith. Some things he said, we shall repeat here, with notes:

Now, the special scheme we advocate is, the construction of what we denominate the Blue Ridge Railroad. It commences at the town of Anderson, in the State of South Carolina, and it terminates at the city of Knoxville, in the State of Tennessee. The length of this projected road is 194 miles. Now, gentlemen, I desire to detain you but as short a time as possible, and I will consult brevity as much as the nature of the subject will permit. I therefore desire briefly to submit to your consideration the actual condition of this work, the progress which has been made in its construction the amount of money that has been expended upon it, and the inducements that has been submitted to you as motives for co-operating with us in its accomplishment. I have said that the road is 194 miles in length. For the sake of brevity in calculation we will call it 200 miles. The original estimate of the cost of this work was seven millions five hundred thousand dollars, that is to say, \$37,500 per mile.

The Blue Ridge Railroad passes through the Robson Gap, in the northeast of Georgia, and the only Gap in the Blue Ridge for hundreds of miles, through which a railroad can be successfully and conveniently carried. To finish this work, prior to the war, South Carolina put forth all her energy and credit. It is probable, the war has greatly impaired, if not destroyed her ability to carry it on. Yet, Charleston and South Carolina have actually paid \$3,000,000 to make this road; and they ask Cincinnati to do her part in meeting them at Knoxville. Shall it not be done, or must we remain in a state of stupidity, which is inconceivable to any far-sighted mind.

We have constructed thirty-four miles of this mountain road; we have expended in heavy masonry, in tunneling, and in various other works eighty per cent. of all the work that remains to be done in the State of South Carolina; fifty per cent. of all the work that is to be done in Georgia and in the State of Tennessee; and twenty miles they have graded in the direction of the State of Georgia. We have expended \$3,000,000 upon this work; there remains 164 miles to complete it, and it requires \$4,500,000 of capital to accomplish the conclusion of our enterprise.

The road has low grades; and will, in fact, make by far the best route from Cincinnati to the Atlantic ocean.

The road, when complete by this route, will be as follows:

	Miles.
Charleston to Anderson.....	257
Anderson to Knoxville.....	194
Knoxville to Cincinnati.....	236

Total..... 687

This is 100 miles longer than a direct line would have made it; but, it is probably as short as can be made on good grades. It is 150 miles nearer than to New York, and considerably nearer than Philadelphia.

Mr. Trenholm says,—that he saw products from Cincinnati, 500 miles from here, which had gone 2,500 miles round! And the nearest way they could go (through Baltimore) is 1,700 miles; and this we know to be the fact. In the interior South Atlantic, where many Cincinnati productions are consumed, it will require at least 1,500 miles of transportation to get what, with the Knoxville Railroad might have gone in 500 miles. The result of this is, that Cincinnati loses an immense amount of trade she might have had, and a large part of the profit on the trade she has:

Mr. Trenholm says further:

Now, the connection of which I speak will bring Cincinnati three hundred miles nearer the people of the South. It is a noble enterprise; it is a noble project; and what I suggest for your consideration is whether it is not wise, whether it is not profitable, to accomplish it as speedily as possible, and rather to postpone works that are of minor importance. I have been accustomed to properly estimate the value of money, and to regard my own interest in what I do. I frankly admit, unreservedly, that were I a citizen of Cincinnati, I would go in favor of a road as direct as the crow flies, to some point on the Eastern coast. My convictions are strong that I would give the preference to Knoxville, but I agree with you that I would have the road as straight as I could get it, and I would have an independent road.

An "independent line,"—that is it. We don't believe the merchants of Cincinnati know what Louisville is doing. Mr. Guthrie is the commercial genius of Louisville. He is old, able, sagacious, and devoted to Louisville interests. Cincinnati has no such men. She ought to have; but, she has not. Louisville cherishes and rewards Mr. Guthrie; but, Cincinnati does nothing for any one, who is willing to help her. Be that, as it may, Mr. Guthrie has devised more plans for the city of Louisville, and those plans are going on to their accomplishment. Among these were the Nashville and Memphis Roads; and now, Cincinnati has to go to Nashville via Louisville. A part of this grand Louisville plan is the "Lebanon Branch" as it is called, that is, the branch from the Nashville road to Lebanon road. Well, Mr. Guthrie and his associates, are quietly making a Railroad from Lebanon to Danville (and have it nearly finished); so, when we reach Danville, we shall find Louisville already there! That is what we call a sagacious common sense

Now, the strife will be, for the line between Danville and Knoxville; and if Louisville gets it, we shall be compelled to go back and make a new line to Knoxville. There is just one way, and a very easy one, to prevent such a misfortune as that. This is to complete and make up the million of dollars, required as a bonus, to complete the road from Danville to Knoxville, immediately; and see that the Company formed to receive it is a Cincinnati Company. This is the only way to accomplish the end successfully. We speak openly and plainly, because it is the only way in which Cincinnati can secure her interests in the Southern Road, and the only one in which she will not be made to play second fiddle to other interests. It is time, every merchant, mechanic and manufacturer in Cincinnati woke up to their interests and put their shoulders to the wheel. If not, they will lose the finest opportunity which can ever occur, to put the commercial interests of this city far above those of any other city in the West.

Financial and Commercial—Trade of New York.

The Fiscal and Commercial Year 1866, of the United States, closed on Saturday last, and our Foreign Trade figures for the port of New York, this morning, are complete, though only official to the 1st of May, by months, and semi-official since, as weekly rendered from the Custom-house. From the outports we have no official dates, beyond the relative Customs Duties reported from the Treasury Department to the close of the third quarter of the year. These were:

On goods marketed at New York..... \$100,696,631
On goods at the outports..... *32,174,867

Total from July 1 to March 31..... \$132,871,098

Since received at New York \$32,237,899
Estimated for outports..... 10,750,000 — 43,007,899

Total Gold Customs for year..... \$175,878,997

* Of this sum \$663,347 was also deposited in the New York Sub-Treasury.

The entries of Foreign Merchandise during the year at the port of New York amount, according to our tables:

From July 1 1865, to June 30, 1866..... \$301,398,899
At other ports, estimated..... 100,466,299

Total gross importation..... \$401,865,198

While this appears to be the gross sum of the year's importation of foreign merchandise, the amount already marketed in the United States, or upon which the duties were paid as preliminary to consumption here, was about \$370,271,572. We arrive at this sum from the ascertained average Customs duty of forty seven and a half per cent. on the value of the goods marketed at New York for ten months of the year (\$235,900,674), from the official Custom House returns to May 1. Following this rule at the out-ports would give for the whole year, at all the ports, the above total of \$370,271,572, producing to the Treasury revenues, in gold, at the average tariff of 47½ per cent., \$175,878,997, as above.

The export values for the fiscal year from all the ports of the United States, we estimate as follows:

EXPORTS—CURRENCY AND GOLD VALUES.

From the port of New York..... \$212,684,618
Ordinary, same as last year, from our ports... 81,285,735
Extra, 967,375 bales cotton, South direct..... 193,47,000

Total in currency..... \$487,445,353

Reduced to gold, average 140 per cent..... \$348,175,252
Specie from New York..... \$57,729,100
Out ports, same as 1865..... 14,684,439
Extra from Boston..... 5,010,000 — 78,413,559

Total of all reduced to gold..... \$420,588,811

In the above we have no account of the extra shipments of cotton in July and August, 1865 (the first two months of the fiscal year), nor of the export value of a large portion of the 967,375 bales since September 1, cleared at the Southern Custom-houses at a much higher currency value than \$200 per bale; nor of the increase of other domestic exports than cotton over the previous year. We might, therefore, safely assume that the official record of the commerce of the year, when made up at Washington, will show the whole currency values of the export movement (exclusive of gold and silver) considerably in excess of five hundred millions, in place of \$487,445,353.

The other revenues of the Government for the fiscal year, added to the Customs in gold, will present a grand total of five hundred and fifty millions, out of which the extraordinary closing expenditures of the war were paid; the other civil expenses of the Government borne, the interest on the public debt of all descriptions promptly paid, and one hundred millions applied to the reduction of the principal of the public debt, as it stood on the official statement of July 31, 1865. The revenues recapitulated, are:

Customs in gold, as above..... \$175,878,997
Excise or Internal Taxes..... 311,369,133
Miscellaneous receipts..... 63,788,307

Total for year..... \$550,996,437

* Nine months official—three months closely ascertained.

The import entries for the past week, including the Dry Goods return in our last paper, amount to \$3,013,605, against the total entries of \$3,818,091 same week last year. The export clearances of Domestic Produce amount to \$2,388,335, against \$2,023,471 same week last year. The export of specie amounts to \$550,574, against \$100,289 same week last year. The Customs for the week are \$2,902,264. The receipts of cotton coastwise and by railroad, are 10,167 bales. The number of emigrant passengers arrived during the week, 3,625.

The gold value of the import entries of Foreign Merchandise, at New York, since July 1, 1865, the beginning of the current fiscal year, are officially (to May 1, 1866,) and semi-officially (since) reported as follows—the small entries of Foreign Specie being omitted:

Total to date since July 1..... \$311,398,899
Against the same time last year..... 157,233,548

Increase since July 1..... \$144,155,351

The currency value of the exports of domestic produce and miscellaneous goods, from New York, including foreign articles re-exported since July 1, 1865, are as follows, the figures being officially reported to May 1, by months, and since semi-officially by weeks:

Total to date since July 1..... \$212,684,618
Against same time last year..... 201,963,191

Increase since July 1..... \$10,721,424

Gold, June 30, 1866..... 153½ per cent.
Gold, July 1, 1865..... 139%

The exports of Gold and Silver from New York since July 1:

Total to date since July 1..... \$57,729,100
Against same time last year..... 30,763,723

Increase since July 1..... \$17,965,375

The deliveries of gold from California, at New York, since July 1, 1865, are:

Total to date since July 1..... \$20,142,577
Against same time last year..... 16,054,555

Increase since July 1..... \$13,088,022

The following are the customs receipts in gold at New York, and the sums of gold interest on the public debt, paid out at the same office since the beginning of the current fiscal year, July 1, 1865:

Customs received..... \$133,617,484 | Gold interest paid..... \$46,143,549
Total.....

Trade during the week past was not generally active. The import and export movements were moderate, but near the close of the week there was more done in the way of paying customs duties, particularly on goods likely to be effected by the new tariff; and the receipts of corn and other domestic produce by canal were also increased. The market for money continued very easy. The transactions in Government securities were unusually large. During the present week, the July dividends, of various kinds, will begin to be felt on the market. Of these, nearly \$10,000,000 will be paid by the Government in gold, and \$8,300,000 in currency, on the funded stocks of the United States and third series of the seven-thirty per cent. Treasury Bonds. The city banks will pay out \$3,000,000 for their own half-yearly dividends, and \$5,000,000 more on the interest, and for reimbursement of part of the principal of the various State loans. If to these we add the numerous insurance, savings banks and railway dividends announced for July, the sum total for the month, excessive of the Treasury Certificates of Indebtedness, to be paid off before the 15th, is not less than thirty millions in gold and currency.—Times.

Southern Pacific Railroad of Texas.

It will no doubt be gratifying to the friends and stockholders of this enterprise to learn the present status and future prospects of the company. On the 1st of August next the road will be completed from Shreveport, on Red river, to Marshall, Texas, a distance of 42 miles. This, with 19 miles more graded west of Marshall, is valued at the sum of \$1,500,000; due to the State of Texas, \$150,000; floating debt, \$50,000; first mortgage bonds, \$150,000, owned by citizens of Louisville; transportation certificates, \$15,000; capital stock, \$650,000; total, \$1,015,000; surplus value, \$485,000.

The company have secured from the Shreveport Road 21 miles of the road for the term of twenty years, without cost, only keeping the same in repair and turning it over to them at the expiration of that time in good order.

The agent at this place, Mr. H. Burkhardt, has purchased of the Ohio Falls Car and Locomotive Works at Jeffersonville, two splendid passenger cars and six construction cars, which are now loaded on the barge H. Clay, and will leave here to-day in tow of the steamer Indiana, to the mouth of Red river, and from there will be towed up to Shreveport, to be there in time for the grand celebration to take place on the first day of August. The stockholders here will ship on the same boat a very large contribution of the good things, consisting of champagne and the best of Kentucky Bourbon, showing that if they cannot be present in person, they will be with them in spirit.

Too much credit cannot be given to the

indomitable energy of our Louisville agent, Mr. H. Burkhardt, through whose hands fully one-half of the stock and money has passed, and to whom the stockholders are mainly indebted for these cheering results.

It is the intention of the Company to immediately commence the work west of Marshall. After grading six miles more (with the nineteen already graded) they will then be entitled to the land grant of 10,240 acres per mile, or 156,000 acres, and the loan of \$6,000 per mile from the State of Texas. It is estimated that not less than 1,500,000 acres of land and large sums in money will be donated by individuals and counties through which the road will pass. Such is the enthusiasm that nothing can hinder its progress. We may safely say that there is no other enterprise on the continent in a more favorable position than the Great Southern Pacific Railroad of Texas.—*Louisville Jour.* June 30.

Minnesota Central Railway Co.

We are indebted to S. Chamberlain, Esq., for a copy of the first annual report of the President and Directors of this Company, with appended reports of the Chief Engineer and Superintendent, and a compilation of acts of the Legislature and of Congress relating to the same.

The Minnesota Central Railway Co. was incorporated by act of Legislature under the name of the Minneapolis & Cedar Valley R. R. Co., in 1856, the lands applicable to the route granted by Congress, being confirmed to the road the ensuing year. In 1861 by reason of a failure to pay the interest on \$600,000 worth of its bonds secured by first mortgage on all of its property, franchises, etc., it passed into the control of the State by due process of foreclosure and forfeiture.

In 1862, the road, lands and franchises then held by the State, were granted conditionally to certain persons, to organize and hold under the name of the "Minneapolis, Faribault & Cedar Valley R. R. Co. The present Board of Directors are grantees and successors to those appointed by act of Legislature in 1862. By a more recent act approved Feb. 1st, 1864, the road, its lands and franchises were unconditionally confirmed in the present company, under the title which it now bears.

The road as in process of construction commences at the State Line, between Minnesota and Iowa, in range eighteen, and runs through the counties of Mower, Dodge, Steele, Rice, Dakota and Hennepin, and terminates at the flourishing towns of Minneapolis and St. Anthony, with a branch road diverging from the main line at Mendota, and running to the city of St. Paul, the capital of the State. The length of the entire road and branch as contemplated is one hundred and twenty miles. The original corporation (before the road was foreclosed and became the property of the State), expended in the aggregate the sum of \$600,000 in the grading and masonry required, and the work performed under their auspices, in detached portions, when equated with reference to the entire cost of graduation and masonry, (excluding from the account a costly structure contemplated by that company at the crossing of the Minnesota river, and seven miles of light finished grading between Fort Snelling and Minneapolis, which has been abandoned for a more favorable location,) amounts to more than six-tenths of the work necessary in beginning, to prepare the road for the rails,

from the State line to Mendota, a distance of one hundred and five miles, or in other words, is fully equal to a continuous road-bed of an average value per mile as great as that of Western roads, and sixty-three miles in length. This result of a very large expenditure of money, all of which will be made available, accompanied the grant from the State, to the present company, as a donation.

The work of preparing the Northern Division of the road from Minneapolis to Faribault, fifty six miles, for the rails, was commenced by this company in August, 1863, and the road was opened for business from Mendota to Northfield, September 4th, and from Minneapolis to Faribault, October 18th, 1865.

Between Faribault and the junction with the Winona & St. Peter Railroad, at Owatonna, in Steele county, a distance of fifteen miles, the work of preparing for the rails, is well advanced; strong parties of men are now engaged in completing the grading and masonry, and the iron will be laid by July 1st, to the junction.

The lines of railroad now in progress, which will form connections with the Minnesota Central, are the branch line of the St. Paul & Pacific, which forms a northward extension of this line from St. Paul and Minneapolis, and is now in operation forty-two miles, to Elk River, and to be opened the present year to Watab, a further distance of thirty-eight miles; the main line of the St. Paul and Pacific from Minneapolis, westward, of which twenty miles are now graded, and will be opened the present year; the Minnesota Valley Railroad, now in operation from Mendota to Shakopee, twenty-two miles, and to be opened the present summer from St. Paul to Belle Plain, a distance of forty six miles; the Winona & St. Peter Railroad, now running from Winona to Kasson sixty-five miles, and which is being pushed forward energetically to the junction, at Owatonna, in Steele county; the McGregor Western Railroad, which, like the last mentioned road, is being vigorously prosecuted towards the junction at the State line; and the Cedar Valley Railroad, of Iowa, the completion of which from Cedar Rapids, to the State line, will give to the two last named lines of road, four outlets to the cities of Milwaukee and Chicago and the eastern railroad systems, and open up all Northern Iowa to the lumber trade of St. Anthony Falls.

During the past year the subject of a through line of Railroad from St. Louis to St. Paul and Minneapolis, has engaged very largely the attention of the citizens of Missouri, Iowa and Minnesota. As a means of communication with the Lower Mississippi Valley, this project is of commanding importance, and its accomplishment in view of the fact that a number of links in the line are already constructed, is by no means an undertaking of great magnitude.

The consummation of this plan will make the Minnesota Central Railway a part of the great route between the head of navigation on the Mississippi and the Gulf, and by which the products of Minnesota, passing through the port of New Orleans, will seek their market abroad. The completion of this line at an early day may be confidently relied upon.

It thus appears that the Minnesota Central Railway occupies the position of a connecting link between the Capital and centre of commerce, the great manufacturing cities and the northern railroad system of the State of Minnesota, and the lines of railroad being rapidly constructed in and toward the south-

ern portion of that State, and although running nearly north and south, is as much an east and west line in effect as the Lake Shore Railroad of Wisconsin, owing to the great detour necessary to reach Chicago, and pass the head of Lake Michigan, while at the same time it will appear in the course of this statement that the road traverses the very heart and centre of the population, agricultural development and wealth of this young and growing State, and terminates in two cities, the aggregate population of which is 20,000 souls, and the taxable valuation of which represents one fifth of that of the whole State.

The entire cost of completing the road, right of way, fencing, buildings and a full equipment, will be \$2,840,000, exclusive of the cost of the branch to St. Paul. The cost of the St. Paul Branch is estimated at \$390,000, including a bridge over the Mississippi River and depot grounds in the city of St. Paul. An arrangement has been entered into with the Minnesota Valley Railroad Company, whereby this branch will be built and owned jointly by the two companies, making the cost of each company \$'95,000. The depot grounds at Minneapolis, fourteen acres in extent, lying but one block distant from the lumber and flour manufactories, have been donated to the company, by the public spirited citizens of that town; their present value at prices for which cash sales are being daily made is not less than \$20,000. A very liberal spirit has been evinced by landholders along the entire line, and when not made a gift to the company the right of way has been purchased at very low rates.

The land grant of this Company is distributed along the entire line, but is mostly located in the counties of Mower, Freeborn, Dodge and Steele; settlements have been retarded in those counties on account of their remoteness from the river. This grant amounts to 168,110 28-100 acres. The lands are of excellent quality and embrace every variety of heavy timber, openings, prairie and grass lands. At seven dollars and fifty cents per acre, which it must be conceded is a low estimate for lands contiguous to settlements, and lying within an average distance of seven and one-half miles of a railroad, their cash value is \$1,260, 827 10-100. In this estimate no account is made of the additional grant made by Congress in its last Session, whereby all vacant lands lying without the fifteen miles limits and within twenty miles limits, were ceded to the State for the benefit of this line of road. The number of acres included in this grant has not as yet been ascertained but will, undoubtedly, exceed 20,000 acres, and may reach a larger amount. These lands are estimated as worth in cash 5 dollars per acre, or \$100,000. The supply of timber for wood and ties is abundant. For a distance of twelve miles in the county of Rice, the line passes through a dense forest of hickory, sugar maple, oak, ironwood, elm, and other varieties of timbers. This forest is known as the "Big Woods," and extends thence in a body westward to the Minnesota River.

The Northern half of Dakota County is also well timbered with burr oak. This abundant supply places it entirely in the power of the company to regulate the price of fuel for a long period to come.

Excepting the counties of Houston, Fillmore, Winona, Olmstead, Wabashaw, and three-fourths of Dodge and Goodhue, which from their situation east of the line of the road, and their proximity to another line of

railroad and the Mississippi River, are necessarily excluded from the calculation, and that portion of the State which may be included in the district tributary to the extension of the Winona & St. Peter Railroad from the junction in Steele county to St. Peter, when that extension is made, the remainder of the State is either directly or indirectly dependent, during at least one-half and mostly for the whole year, upon this road as a means of communication with the east. A large and very fertile and populous district of country bordering the road must remain so for a time.

The seven counties and parts of counties mentioned above, contained a population in 1865, of eighty-five thousand souls, their wheat crop amounted to not less than four million bushels, and their taxable valuation in 1864, to \$12,506,096. This large concentration of population and agricultural development in the counties along the river, as the only existing outlet, is dwelt upon, as showing what will be the immediate result of the opening of this road in the interior counties, which are in no wise inferior, but are in fact superior, in fertility to those bordering the river.

Wheat, the great staple of Minnesota, cannot be transported by wagons beyond a given distance, with profit to the producer, and this consideration has necessarily retarded the improvement of some of the richest interior portions of the State. Once supplied with a cheap and convenient outlet, there is hardly a limit to the expansion of the area of growth of this cereal.—*Western Railroad Gazette*.

JACK SWILLING'S PARTY.—Jack Swilling informs us, and through us the public, that he will leave the Pima Villages on the first day of June, with a party, to prospect the gold fields near the Whit Mountains. Persons intending to go with the party must be at the Villages on that day. Mr. Swilling thinks his expedition will be an interesting and profitable one. The country between the White and Chiricahua mountains has long been supposed to be very rich in gold. Aubry, in his report of a journey in 1853, published in the last number of the *MINER*, speaks of it, and refers to the Indian accounts of its wealth. Mr. Swilling is a thorough explorer, and his party will consist of experienced and fearless mountain men. If they do not find all the gold they expect, (and we hope they will,) their observations will be of much value in giving to the world accurate information regarding a region which is as yet almost unknown even to Arizonians. We hope that all who can make it convenient to go with Mr. Swilling will do so, that his party may be large and calculated for success.—*Arizona Miner*.

Jack is an indefatigable fellow, and one that will not be very likely to make a failure of this expedition. The country to which he is going is no doubt rich in mineral, and if the party can only sustain themselves, and not tumble to pieces from lack of discipline, it will prove a success and reap a rich reward. We published Aubry diary of this journey over this region in the *Record* many years ago. We have seen the gold of this country and it is good. Success to the braves. May the redskins disappear before them like the morning mist before the rising sun.

Visit to Pilot Iron Knob, Missouri.

Yesterday morning something over two hundred of the two hundred and twenty delegates, composing the present General Assembly of the Presbyterian (N. S.) Church, responded to the invitation of the Iron Mountain Railroad Company, tendered through their President, S. D. Barlow, Esq., to make an excursion to Pilot Knob. These, together with a number of our citizens, interested in the Church, accompanied by their wives and a number of specially invited guests, among whom was the Rev. James McCosh, D. D., and Professor of Logic in the University of Belfast, Ireland, made a company of about 300 persons.

Six of the finest of the company's passenger coaches were appropriated to the use of the excursionists, their train leaving the depot at about a quarter before seven, and arriving without any incident worthy of note at Pilot Knob about half past ten. As soon as the company were out of the cars Dr. Nelson's hat was elevated on an umbrella, as an indication of headquarters, around which the company rallied, and proceeded to organize by the election of Dr. Nelson as President, Mr. Barlow as Vice President, and Mr. James Richardson as Marshal.

A small national flag was handed to Mr. Richardson as his badge of office, and he was requested to lead the company whithersoever he would.

The first place to which the company were invited was the Pilot Knob furnace, where they witnessed the casting of about 150 pigs of iron at one tapping of the furnace, the whole company standing around the moulds until they were filled with the molten metal, and the greater portion of the earthen floor of the building was glowing like St. Lawrence's gridiron, and until the "blowing out" process nearly filled the building with sparks, and caused the uninitiated to back out in some alarm. The marshal's flag then signalled the company up the long inclined plain toward the summit of Pilot Knob.

A witty Frenchman once said of Englishmen, in their recreations, that "they amused themselves dolefully, according to the custom of their country," and there is a not uncommon idea that clergymen do likewise, "according to the custom of their profession," but there was certainly nothing very doleful in the quips and laughter during the knee-trying experiment of climbing Pilot Knob. One reverend gentleman muttered something about its taking "an iron will to get up an Iron Mountain." Marshal Richardson stopped, and to encourage those who were getting weak in the knees, waved his flag; another shouted that "nothing but unflagging efforts would ever get one to the top." One gentleman said it was quite a feat; another retorted that he "was told that it was 581;" another one added that it gave rise to a good deal of blowing; people's faces got red from exertion; Miss Budd was jocosely reminded that she looked more like a blossom, and so at last the whole company got to the summit with breath enough left to sing the old fashioned hymn, "My country, 'tis of thee," at Dr. Nelson's suggestion, as they clustered around the pinnacles of rock—or iron, rather—and looked around at the magnificent prospect.

Rev. Mr. Starr, of this city, in a few brief remarks, welcomed the delegates to Pilot Knob, a point noted in geography, geology, and the history of the war, and to free Missouri.

Rev. Mr. Hopkins, Moderator, responded briefly, and closed by saying, that though the

Church's motto was "Excelsior! Higher! Higher!" he had never expected to see it get quite so high on any one occasion as the present.

Dr. Nelson then addressed the company, saying that he supposed they were somewhat in the same fix as a surveyor once among the hills of Vermont, who had been commissioned to define a long disputed boundary line between the two land owners, and who, after running a great many zigzags, at last sat down upon a log, completely tangled as to his whereabouts, until a farmer came along, and he asked him to tell him where he was; this being done after a good deal of explanation. "Now, sir," said the confused surveyor, "you have told me where I am, please tell me who I am." Dr. Nelson said he would tell them where they were, and he would leave it to Mr. Knox, of Utica, to tell them who they were. He then proceeded to give some statistics in regard to the various mountains of iron, and to point out the most interesting objects in view. Pilot Knob, on which the company then stood, was five hundred and eighty-one feet above the bloomery at its base, covered an area of three hundred and sixty acres, and was estimated to contain 13,972,773 tons of pure iron, the ore yielding, as it was now smelted, about sixty per cent, but really containing seventy-five per cent. It was just eighty-six miles south of St. Louis.—*Missouri Democrat*.

Births, Marriages and Deaths in Connecticut.

We are indebted, says the *Hartford Times* of June 11, to Mr. Hoadly the State Librarian, for a copy of his annual report to the General Assembly for the present session. It presents statistical tables of the births, marriages and deaths in the State for the year 1865, arranged in the analytical and exhaustive manner which always marks Mr. Hoadly's statistical labors. It appears that of the registered births in Connecticut there were 10,202, an increase of 468 over the previous year. The smallness of this increase excites surprise in the writer of the report, it being much less than had been expected, inasmuch as the number of marriages in 1864 had been greater than in any of the eight years previous. It is a fact for the consideration of those who, either as physicians or conservators of the public morals, have of late years had occasion to lament the growing prevalence in the Northern States of a crime which has reached such proportions that it can no longer be hidden, and which has compelled the American Medical Association to take action upon the subject.

The report states that the natural increase of the population, or the excess of births over deaths, was 2,252, or ten less than in 1862. The excess of males born, over females, was 9,31 per cent, the ratio of boy babies being, curiously enough, much the greatest in the later division of the year, particularly in October. Cases of plurality births, to the number of 123 instances, were reported; and 93 illegitimates.

The table of births of colored children presents a thought for those who are blindly striving against the laws of nature to effect an equality of races. As usual, the annual record shows a decrease. The whole number of births recorded is but 119, against 133 for the previous year, and 174 in 1863. Year by year the number has been diminishing, and the fact does not speak well for the condition of the colored population in our boasted free

community at the North. The deaths, among the colored folks in Connecticut last year, exceeded the births by nearly one-third.

Of Marriages the report says:—

There were celebrated 4,460 marriages during the year, or 353 more than in 1864, and 174 more than had been registered in any one year since our present system of registration began. The county of Windham shows the least gain in this respect, and Middlesex the greatest in respect to its population.

Where the groom and bride were both residents of this State, there were 3,838 marriages; where the husband was a non-resident, 492, and 115 where both were non-resident.

The proportion of marriages between parties both of whom were native Americans is greater than last year, and the number of marriages between both parties both of whom were foreign born is identical in the two years, being 1,103 in either.

It may afford gratification to people generally to know that the number of deaths is diminishing; but, Congress to the contrary notwithstanding, the "cruel war is over" forever. Says the librarian's report:—

There were 7,950 deaths, or 1,159 less than were registered in 1864. Of this number 4,069 were males, and 3,795 females, or 107, 22 males, to 100 females,—a ratio which will probably diminish now that the war is over.

The oldest person who died was an old negro woman in Stratford, at the age of 107.

Consumption, that fell destroyer, as usual heads the mortuary column; but the number of his victims, it is encouraging to note, is diminishing with each annual return; the figures for 1865 being 1108. Typhus fever, contrary to the general experience of previous years, comes next, with 548! dysentery (410) and pneumonia (386) follow next in order. The come old age (375) and apoplexy and paralysis (326), while cholera infantum dug 321 little graves, and diphtheria 224.

Of the great incompleteness of the returns, the librarian makes just complaint. The registration of births, especially, does not even approach a compliance with the law, in the matter of names; nor do we believe it does in the matter of actual number of children born. The librarian says:—

Probably not one-tenth of the names do get on the record now, and the value of these memorials is, for future use, thereby greatly impaired.

There were 404 divorces. Only one year of the last six exceeds this, and that was 1864

Lost Children Department.

There are not many public Institutions that are not useful and humane, but foremost amongst those of but little cost and great benefit is the Lost Children Department of the New York Metropolitan Police. Most of the great cities of Europe have similar departments. The New York *Tribune* furnishes us the following facts and statistics. The number of lost children found wandering about the city during the past year was 2,742, of which there were found in June, 415, July, 309, August, 343, September, 318, October, 194, November, 160, December, 128, January, 67, February, 109, March, 152, April, 184, and May, 413.

Of this number nearly all, with the exception of about one-twelfth, were returned to their parents and friends, the remainder being sent to Ward's Island, where they are being

reared under the care of the Commissioners of Charities. The number of foundlings—babes—received at the Department daily has greatly decreased since the termination of the war. During the war there were sometimes received in one night no less than seven or eight of these abandoned waifs. Now, however, the monthly average is about eight.

It is stated as singular facts, illustrative of human depravity, that the children are actually carried into the street—often far from the residence of their unnatural parents—and there abandoned. Unable to find their way home, they are discovered and taken charge of by the police, by whom they are conducted to the Lost Children's Department. Sometimes their parents repent of the cruel treatment they have practiced towards their offspring, and with shame plainly depicted on their faces, come to the Department and take their little ones home again.

Another fact that is deserving of special mention. Some of the children state when they are brought before the matron that they don't want to go home, that their friends are cruel, and that if they were sent home they would be whipped severely.

On being brought into the Institution the little wanderers are treated to a good meal, and then to a thorough scrubbing. This last operation frequently produces marvellous results. A story is told of a bright-eyed but dirty-faced little fellow, four years old, who was brought in one evening in March, and after undergoing a complete washing, was snugly tucked between the sheets of one of the beds. The new come was very much troubled in mind, and for nearly an hour indulged in crying, but nature becoming exhausted he fell asleep. During the evening his mother called and said she had lost her little boy. After carefully examining the occupants of the beds, she said "he isn't there, and I'm afraid I'll never see him again." The next morning the boy was up and playing with the other juveniles in the room, when the woman again called, and on entering the apartment, the little fellow ran towards her and said, "That's my mother," and so it proved to be. The woman was unable to identify her child on the evening previous, simply because the boy presented such a strange appearance after being cleanly washed that his mother did not know her own child.

All classes of society are represented by the children who become the temporary inmates of this Department. Although the majority of those received belong to the poorer classes, Madison-ave., Murray Hill and Fifth-ave. furnish their quota toward the statistics of this institution.

Parkesine and its Application to the Arts and Manufactures.

In reply to inquiries by Admiral Sir Edward Belcher, it was stated by Mr. Parkes that the solvent employed in this process was naphtha—either vegetable or mineral; that the present price of parkesine ranged from 1s. per pound upwards, according to quality; that its specific gravity was about equal to that of gutta percha; that no experiments had yet been made with regard to the resistance of this material to cannon.

Sir Edward Belcher thought it was likely to be very valuable for filling in of the intervals between the plates and the backing in iron ships of war instead of teak. He thought it would afford greater resistance to shot, and there would be no splinters. He wished to know whether it was inflammable.

Mr. Parkes replied that it could be made almost unindammable; and, moreover, when used in contact with iron, it had no tendency to produce oxidation. With proper machinery a ton weight of the material would be produced in half an hour. As a varnish, (a specimen of which was exhibited,) it could readily be applied to the bottoms of iron ships to prevent corrosion from sea-water. Experiments were being carried on with regard to its imperviousness to the attacks of marine insects, but the results had not yet been ascertained.

Mr. Owen Rowland said: Having been for some time engaged in making experiments upon this material, with a view to its application to telegraphic purposes, he thought it would be interesting to hear the results of those experiments. He had watched with great interest the progress of this invention for the last three years, and, like all great inventions, it had had a great deal to contend against, because it was very likely to displace many articles which were now very much in popular favor and use. He had kept several specimens of various materials (this one amongst the number) exposed to atmospheric influences, under different conditions, during the time he was engaged, on the part of the Board of Trade, in testing different insulating substances. He found that atmospheric exposure had not the least effect upon this material. It was not rendered less elastic, and its toughness was not diminished, nor was there the least approximation to decomposition. In that respect, he believed it would be most valuable from its non-oxidizing properties. In regard to its application to telegraphic purposes, he was sure they would all say they could not but wish to see a material introduced which would extend the great advantages which the telegraph was calculated to confer upon society. There was room for many materials for this purpose, and he was sure telegraphy had suffered immensely from the doubts existing in men's minds as to the sufficiency of the insulators now generally employed. The battle of the insulators in telegraphy had rivaled that of the gauges in the earlier days of railroads. For a considerable time past the efforts made to furnish a new insulating material had been very great; from day to day combinations were produced, which he had submitted to the test of the particular form of electrometer he had before him, (Pelletier's,) which was unerring. The results of his tests of the substance now under consideration led him to think that in this material they would eventually have an excellent, cheap, and efficient insulator. On the paper placed on the board at the back of the chair he had arranged specimens of the material of different qualities, and he had tested the insulating powers of each specimen. The instrument employed in testing was charged to a tension of 50, representing 512 cells of Daniell's battery. He placed this instrument in contact with the insulating material, and then watched the fall of the needle. If the needle fell so much in a minute with one article and fell more with another, then the former was the superior insulator. He did not agree with the plan of testing cables which had hitherto been pursued; he believed it had not been half severe enough. He had tested some hundreds of miles of the Atlantic cable, and he considered the test was not stringent enough. Sufficient attention had not been paid to the temperature and dryness of the atmosphere. In making his (Mr. Rowland's) experiments, the room in which the testing was to be carried on was kept at a tempera-

ture of 61° to 65°, and the hygrometric state of the atmosphere carefully ascertained. The first attempt with material No. 9 showed a leakage; that was, the needle of the instrument fell down 11.5° in 25 seconds; with No. 3 it fell down the same amount in 180 seconds; with No. 2 in 510 seconds; with No. 1 in 1080 seconds; with No. 8 in 508 seconds, and this was an excellent insulator; with No. 10 in 2046 seconds, and so on with the rest, whilst ebonite took 1050 seconds. Ebonite, which had been very much used, had been generally regarded as a very excellent article for these purposes, but he considered it had been surpassed by this invention. No proper machinery had as yet been constructed for the production of this article as it was intended to be ultimately manufactured. It required the utmost cleanliness and purity in its manipulation when intended for insulating purposes. Those were important considerations in all electrical matters, and, having witnessed the manufacture of several telegraphic cables, he was pleased to see that this material, even though as yet imperfectly manufactured, promised so well as an insulator. He remembered that in the first manufacture of gutta percha considerable impurities existed, and in many cases a really good insulating material had been condemned entirely through the foreign matters which it contained. He had a very strong opinion of the durability of this material. He saw no change in it, in whatever conditions he had placed it. He had boiled it in water, had exposed it to a hot sun, and had tested it in conditions to which it would never be exposed when used for electrical purposes, and he found little or no effect produced upon it. What was required for the perfecting of the invention was machinery into which no impurities could enter. He was very glad to find the invention brought before the Society of Arts, as had been done in the case of some of the greatest inventions ever produced. Twenty-one years ago he assisted Mr. Fothergill Cooke in exhibiting an electric telegraph in this room, which, on its first introduction to the world, had a great deal to contend against. He confidently expected to see this new material taking its place in the great and important work of extending telegraphy.

Mr. Wilson inquired the means by which this material could be joined together?

Mr. Parkes replied it was joined by means of its own solvent, and became a homogeneous mass.

Mr. Benjamin Fothergill asked whether, in the event of this material being employed on iron for rollers, there was any danger of its becoming disunited from the iron?

Mr. Parkes replied that, from its elastic and cohesive property and contactive force, he could not imagine that it would separate from the iron.

Mr. Taylor remarked that, as the inductive capacity of materials employed in telegraphy was a point of great importance, he should be glad to hear whether this material exhibited any advantages in that respect.

Mr. Rowland replied that the figures he had given might be said to represent the inductive capacity of the material. He believed it to be about equal to india rubber in that respect.—*London Jour. Arts.*

Final Defeat of The Bridge.

The Senate has completed the good work of the House, in the vote taken to-day on the proposition to destroy the navigation of Connecticut River by a bridge at Lyme. The Senate vote stood 7 Yea to 12 Nay;—*Hart Times.*

Warren and Franklin Railroad Company vs. Clarion Land Improvement Co.

DECISION OF THE SUPREME COURT.

In the Supreme Court of the Western District of Pennsylvania, at Harrisburg, May 24th, an important decision was delivered in the case of the Warren and Franklin Railway Company vs. the Clarion Land and Improvement Company. The plaintiffs in the case were incorporated by an act to incorporate the Warren and Tidouste Railway Company, passed the 17th of April, 1861, with its supplements. These acts gave the plaintiffs the right to locate their railway from Irvine to Oil City, on the west bank of the Allegheny river, and to occupy with it the very same route from Pithole Creek to Oil City which the defendants claimed and forcibly occupied to the exclusion of the plaintiffs. The corporation of the plaintiffs was duly organized on the 5th of August, 1863, and in the fall of that year the surveys were made and the location of the road adopted by the company. The work on the road was delayed until September, 1865, when arrangements were made for commencing it, which was done the following month.

The act to incorporate the Clarion Land and Improvement Company was passed August 10th, 1864. It is modelled after the act of April 21st, 1854, to enable joint tenants, tenants in common, and adjoining owners of mineral lands in this Commonwealth to manage and develop the same, but omitting a description of the land, where located and the number of acres, without limitation as to time, and is therefore a perpetual charter. This company was a land and improvement company, to purchase land in fee simple and to mine for coal, oil, and other minerals. The fourth section of the act gives the company the right to construct a railroad or railroads from any of their said lands, to connect with any road or roads in the seven contiguous counties from the east line of Elk county to the Ohio State line, where the company were to hold the real estate. The object was to give them the means of carrying the coal, oil and other minerals, mined from their lands to a point where they could reach a market. All the railroads together were not to exceed twenty miles in length. This company organized in December, 1864, and in July, 1865, they surveyed, located, and marked out a railroad, commencing at their lands in Venango county, at or near Pithole City, and running along Pithole creek to the Allegheny river, and thence along its west bank to Oil City.

The plaintiffs and defendants both prosecuted their respective works with energy. Says the decision:

The narrowness of the passage between the bluffs and the river preventing the construction of more than one road, and Mr. Barrett, an assistant engineer of the plaintiff in his affidavit on the 3d of November, shows that the gangs of men of the two companies were working towards each other, so that collision must ensue, and he swears "that the engineer of the said Clarion Land and Improvement Company declared to deponent, that he intended to drive by force the men of Warren and Franklin Company off this line occupied by them. He would concentrate one thousand men at this point, and that resistance on the part of the Warren and Franklin Company would be useless; that he intended to dispossess them by force of that portion of the road."

The original bill was filed by plaintiffs for

an injunction in October. After reviewing the case at length it is thus summed up by the Judge:

First. That it appears that the plaintiffs had rightfully located this line before the defendants had any corporate existence, and never abandoned it.

Second. That the road of the defendants reached a navigable stream and a road to be constructed, when it got to Oleopolis, to the mouth of Pithole creek.

Third. That the attempt to build a railroad fifteen miles long, under the provisions of the fourth section, by the ownership of less than three-quarters of an acre for a depot, as a *terminus a quo*, is an attempted perversion of the law and a fraud upon it, and cannot be countenanced by a court of justice. It is a pretence, a mere fiction; for if this can be done, then a hundred square feet would be sufficient, or a small town lot. It will be recollected that the conveyance for the lot is not on record, nor is its date given, nor the quantity of land contained in it, whilst the contents of two small lots, distant from it, are given with particularity as 7-10 and 3-16 of an acre.

There can therefore, be no doubt that the plaintiffs had a right to occupy this route and construct their railroad, whilst the defendants on their present showing had no right to build a railroad at all.

If this be so, then the plaintiffs are entitled to the injunction asked.

Decree.—And now, May 24th, 1866, it is ordered, decreed and adjudged that a special injunction be issued restraining the said defendants, their agents, engineers, superintendents, workmen, servants and laborers and employes from interfering with the plaintiff in the construction of the said railroad or railway, and also from permitting their alleged railroad in any way from interfering with or preventing the farther working on the line of railroad of the said plaintiff, which is the only line recognized by the Court.

Security to be entered by the plaintiff in \$10,000, to be approved by the Prothonotary of the Eastern district—*Mining Reg.*

The Rate of Mortality.

Recent estimates of American mortality by competent statisticians, show that out of 100,000 persons living at the age of 10, about 92,600 will live to the age of 20; about 85,300 to 30; about 77,900 to 40; about 70,100 to 50; about 59,200 to 60; about 40,900 to 70; about 15,350 to 80; about 1,520 to 90; 100 to 95, and 1 to 100. The above does not show the mortality before the age of 10 years, which is at least fully 20 per cent.

In England the number living out of every million of persons born, is as follows:

Of every million born but 850,507 live one year; 736,818 live to complete the age of 5 years; 702,509 the age of 10; 684,563 survive at 15; 662,750 at 20; 634,045 at 25; 603,724 at 30; 571,993 at 35; 538,584 at 40; 502,915 at 45; 464,280 at 50; 421,115 at 55; 369,827 at 60; 309,029 at 65; 237,977 at 70; 161,124 at 75; 90,133 at 80; 38,565 at 85; 11,509 at 90; 2,153 at 95; 223 at 100; 12 at 105, and 1 at 108.

These figures, of the mortality in England, are deduced from the English Census Returns for seventeen years, by Dr. William Farr. The average duration of life, or the "expectation" at birth, is, by these figures, 39 years 91-100ths for males, and 41 years and 85-100ths for females. The Table of Mortality constructed from these reports is the one known as "English Life Table No. Three."

Bridging of Broadway.

A novel and useful structure—a bridge for the exclusive use of pedestrians—is about to be built in the heart of this city, at the intersection of Broadway and Fulton street. This locality is continually overflowed, in daylight hours, with endless streams of vehicles and animals of various shapes and sizes, jammed together and almost inextricably mixed up with crowds of men, women, and children, all heading for different points of the compass, hundreds endeavoring to make a "bee line," and all exposed to much delay and danger in attempting to cross a thoroughfare unequaled for traffic by any other in this country. The difficulty of effecting a transit is much increased when wintry weather covers the road with a sea of slush and ice. To obviate or at least ameliorate this evil, a special committee of the Board of Aldermen have resolved to construct a bridge for the convenience of foot passengers; this bridge will extend across Broadway, at Fulton street junction, and terminate in four flights of stairs—one upon each corner of the sidewalks at the angles of the intersecting streets. Cast iron columns—two on each side of Broadway—are to be erected upon ornamental bases and surmounted by lamp-posts. Lattice girders will cross Fulton street made of the best wrought iron; these girders will support three tension rod girders, crossing Broadway at right angles. The stairs will be five feet wide, with newels and lamp-posts at the bottom, and also fancy iron railings at each side, continuing up and over each street. The platform of the main bridged is to be made of chestnut plank, caulked to make it water-tight; and it will be fourteen feet wide and run the full length across Broadway, intersecting with the platforms crossing Fulton street. The height from the curb of the street to the under side of the bridge will be about sixteen feet. The bridge will be capable of sustaining a weight of one hundred tons.—*Artisan*.

Atlantic & Great Western, and Catawissa Railroad Case.

WILKSBARRE, PENN., Friday, June 29.

The following decision has just been rendered in the *quo warranto* case in the matter of the Catawissa case, viz: That the agreement of consolidation is valid and lawful; that the plea of *nul til record* is good, and the demurrer is overruled, with leave to the defendants to rejoin that there is a record; then if the original agreement is produced, accompanied by proof that it was deposited with the Secretary of State, on October 3, judgment will be entered for the defendants; or if it should appear necessary that Slifer, Secretary of the State of Pennsylvania, should mark the paper filed, a *mandamus* will be granted to compel him to do so, in two bills of equity; First—that none of the plaintiffs have any right to question the corporate existence of the Atlantic & Great Western Railroad Company. Second—As Andrew Scott has no stock in the new Company, he has no standing in court. Third—that the Catawissa lease is a good, valid and legal contract. Fourth—that the agreement of October 31, 1850, remains in force and passes to the lessees. Fifth—that the Philadelphia & Erie Road does connect the Atlantic & Great Western Railroad with the Catawissa Road, notwithstanding the difference in the gauge.

Justice Read only dissents.

Bully for Justice Read.

Cast Steel Works of Fried. Krupp.

The following succinct account of the extent of these works is interesting as showing what can be accomplished in a comparatively short space of time by the energy and enterprise of one man.

The plat of the works covers an area of over 400 acres, of which 46 acres are under roof. There are twelve miles of railroad track inside the works, and four locomotives to move the material. There are 120 steam engines and 50 steam hammers. 8000 men are employed at the works and 2,000 at the mines. The consumption per day of coal is over 1,000 tons; do. water, 200,000 cubic feet; do. gas, from 8,000 gas burners, 280,000 cubic feet. The hammer in course of erection weighs 125 tons; depth of foundation, 90 feet; weight of bed plate in one casting, 500 tons; cost, with appurtenances, \$875,000; The town of Essen, where these works are situated, had a population in 1831 of 13,000 persons. It numbers now 42,000 souls.

Thomas Prosser & Son, Platt Street, New York, represent them in this country.

Another Alpine Tunnel.

The project of traversing the Alps by a tunnel under Mount Saint Gothard, after having been for ten years the object of minute study, was lately, as may be remembered, definitively adopted by the Italian Government. A recent number of the *Journal des Travaux Publics* gives some details as to the colossal proportions of this enterprise, which will require eleven years for its complete execution. The tunnel will be nearly *twenty one miles long*, including the covered passages rendered necessary in certain places by danger of avalanches. It will only require air-shafts in few places, in fact only four. The southern entrance of the passage will be about 3,700 feet above the level of the sea, and the northern exit very nearly the same. The horizontal position of the line will be about one-third of its entire length. The highest gradient will be on the Italian side, about two and three-quarters per cent, the average being about one and a half. Where the inclination does not exceed four to the thousand, ordinary engines will be employed; but when that gradient is surpassed, special ones will have to be used. The expense of the tunnel alone is estimated at a sum equivalent to \$14,000,000.

A Swiss Coal Mine.

A correspondent of the New York *Commercial Advertiser*, writing from Geneva, Switzerland, makes the following statement:—"At Sohænis I saw the coal mine of Switzerland. It is a vein of about a foot in thickness on an average, and has to be worked beneath the rock surface. It is a species of canal coal, said to contain about two and a half millions of bushels, and was purchased for 450,000 francs. It embraces two hundred acres of land; and when I told them that in America they could buy five thousand acres, with veins of coal nine feet thick, for the same money, they looked at me as if they had caught me in regular Yankee bragging. They intend to use the coal for making coal oil and paraffine candles, and they expect to get large profits."

The Terre Haute and Indianapolis Road has declared a dividend of 6 per cent.

The Pacific Railroad.

OMAHA, Tuesday, July 3, 1860.

The Government Commissioners have examined and accepted an additional 20 miles of the Union Pacific Railroad to day. One hundred and twenty-five miles are now in running order. Regular passenger trains, carrying the daily overland mail, commenced running to Columbus the first of July. At Columbus the daily line of overland stages connect with the railroad.

SAN FRANCISCO, Tuesday, July 3, 1866.

The Central Pacific Railroad is completed to Dutch Flat, 67 miles beyond Sacramento, at an elevation of 3,416 feet.

Alleged Revival of a Lost Art.

A correspondent at Upper Sandusky, Ohio, states that a Mr. Disman, of that place, has discovered the process of hardening copper, and has secured a patent for it. The art is supposed to have been lost since the days of King Solomon. The material is properly called silicated copper, and can be worked without friction. All necessity for oiling machinery made from it is obviated. The writer says the Cleveland, Columbus & Cincinnati Railroad is now testing the prepared metal, and in case of its success are prepared to give the inventor \$10,000 for its use on the road. There is much excitement and interest in Upper Sandusky over the subject.—*Artisan*.

RAILROAD ITEMS.

The Delaware, Lackawanna and Western Company will pay on the 10th inst. a cash dividend of 5 per cent.

The June traffic of the Erie road in gross shows a decrease of \$450,000, which is more favorable. The passenger business is reported as good and the freight business fair.

Mr. E. W. Brown has been appointed Treasurer of the Erie Railway, to fill the vacancy occasioned by the resignation of Mr. John Hilton, promoted to the auditorship of the company.

The Chicago and Northwestern Company have perfected arrangements with the Cedar Rapids and Pacific railroads, such as will connect Chicago directly with Omaha by the first of April next.

A New Haven company has commenced manufacturing a compressed stone for building purposes. It is made of sand, pulverized quartz, and silicate of soda, and hardens from the consistency of putty, in twenty-four hours, to the solidity of stone.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of 2½ per cent in cash on the stock of the Company, and also 5 per cent in stock, both free of Government tax, payable on and after July 10 at the Company's office, Columbus, Ohio.

The Indianapolis & Cincinnati Railroad Company, on Monday last took possession of the Lafayette & Indianapolis Railroad. Both roads will be hereafter operated under one management. The I. & C. R. Co. also beat the O. & M. Co. in their suit for constructive damages for not using the track of the O. & M. Road.

The largest salary paid any one man in New England, will be returned this year by Mr. Steere, agent of the Salisbury Woolen Mills. When offered a similar position elsewhere, the Board of Directors very wisely concluded they could afford to pay him as much as any one else could; and that he was worth as much to them, and advanced his salary to \$15,000.

At the annual meeting of the stock holders of the Chicago, Detroit & Canada Grand Trunk Junction Railroad Company, held at Detroit on the 25th, the following persons were elected Directors for the ensuing year: John W. Brooks, Samuel G. Ward, Boston; Charles G. Brydges, Jas. Ferrier, William Molson, Montreal; Lewis Moffatt, Toronto; and Robert McClelland, Detroit.

The following persons were elected Directors of the Chicago, Iowa & Nebraska Railroad, at the annual meeting of the Company, held at Clinton on the 14th inst: John Bertram, Mass.; William T. Giddens, Mass.; John L. Blair, N. J.; Chas. Walker, Ill.; Charles A. Lambard, Mass.; Oakes Ames, Mass.; Prince S. Crowell, Mass.; A. W. Johnson, Me.; F. Nicholson, Mass.; Thomas T. Davis, N. Y.; J. C. Bucher, Ia.; Horace Williams, Ia.; S. B. Crocker, N. Y. The following officers were elected: President, Horace Williams; Treasurer, John Bertram; Secretary, J. M. Ham.

ROAD LOCOMOTIVES.—Says the *Times* Paris correspondent, "The Minister of Public Works has awarded a gold medal of the first class to Albaret & Co., of Liancourt, for the construction of a steam coach to run on ordinary roads. This steam coach lately descended the hill from Laen to the railway terminus at the rate of five miles an hour, and afterwards ascended the same hill in eight minutes with a weight of five tons. The trial was repeated with so much success that it is now ascertained the steam-engine can draw a weight of 80 tons on an ordinary road at the rate of from three to four miles an hour. The performance is much below that of many English road locomotives of which accounts have appeared."

The Michigan Central Road has made its report for the year ending June 1, 1866.

The gross receipts, as stated in the Treasurer's Report, have been	\$4,451,279 14
Operating expenses (less new grain house and loss by fire)	\$2,533,211 61
Expended on new grain house	32,451 85
State and local taxes	97,059 60
Paid loss by fire, less insurance	69,783 57
Expended on new freight house	76,814 29
	2,808,275 92
	\$1,642,903 22
Interest and exchange account	\$643,726 44
Government tax on dividends and receipts	169,104 61
Payments to sinking funds	84,500 00
	897,331 05
Net receipts for the year	\$745,572 17

The extra expenses of the year were as follows:

Expenses of new grain house	\$32,695
New freight house	76,815
Loss by fire less insurance	69,783
Surplus of new mills	60,000

Total	\$339,283
Add net income	745,572

Real income

or 12 per cent. on its stock.

The Vice-President says:

It is expected that the third rail will be laid down by the Great Western Railway Company on their road by the month of October. With its aid there will be a uniform gauge of track from the Atlantic to the Mississippi, between which freight may be transported in both directions without those vexatious delays that have hitherto seriously interfered with our Winter business, and without breaking bulk in its transit from point of shipment to place of delivery. Certain investments in cattle-yards and lands in Chicago, lands in Detroit, and second track to connect at Grand Trunk Junction by double line from Detroit Station, amounting in all to \$510,816 49, being permanent improvements, have been charged to construction account. By reference to the Superintendent's Report, it will be seen that the road is in excellent condition, and fully equipped for the anticipated increase in the business.

Louisville & Frankfort and Lexington & Frankfort Railroad Companies earned for the month of May:

Passengers	\$27,785 45
Freight	10,228 25
Express	760 20
Telegraph	77 52
Total	\$38,851 42

The expenditures were:

Conducting Transportation	\$4,993 18
Motive Power	6,029 93
Maintenance of Way	7,885 80
Maintenance of Cars	5,334 81
General Expense	1,669 54
Construction	1,429 47
Reconstruction	1,090 00
L. & C. B. R. R.	2,443 93
Total	\$30,788 96
Net earnings	\$8,062 46

MONETARY AND COMMERCIAL.

Nothing has transpired during the past week to materially affect the condition of the money market. The news from Europe, although confirming the fears entertained of the impossibility to avoid war, yet at the same time showed the market for American securities to be stronger. The three great powers of Austria, and Prussia, and Italy, have formally declared war, and promptly commenced active hostilities; it is doubtful if the contest will not also necessarily involve the other leading powers, and the war become general. We hope this will not be the case, but at the present time confess that we cannot see how it is to be avoided. In either case it will, of course, have its natural effect upon American agriculture, manufacturing and commercial interest; in this connection we remark, that it is greatly to be regretted that we have not a larger surplus to send them; that in the present emergency it becomes the duty and interest of farmers to bend every effort to produce as much as possible of the later crops—buckwheat and turnips may yet be profitably planted and be made to go far towards increasing the surplus of other grains for export.

The demand for loans being limited, and the supply of currency better, there was more ease in the market, although bankers still exercised much discrimination in favor of gilt-edge names. The fluctuations in the gold market have been trifling, and are scarcely worthy of note, being barely sufficient to give tone to the market, the average range being about 152½@153.

The supply of Exchange is abundant and rates rule low. The following are the regular quotations:

	Buying.	Selling.
New York	1-10@50 d's.	par.
Philadelphia	1-10@50 dis.	par.
Boston	1-10@50 dis.	par.
Gold	152	153½
Silver	138@140	142@143

In the New York market there is a superabundance of money and rates of interest are on good collaterals low. The *Tribune* of Wednesday gives the following, showing the spirit of the market for both money and stocks. This condition of the money market must lead to heavy speculation as soon as the summer vacation shall have ended.

"In money there is nothing new. Call loans are abundant at low rates, and there is absolutely no employment for the offerings in this form. After the 15th, from the payment of one year certificates, there will be a further large addition to the volume of the currency, and low rates must be taken. Three per cent, and even lower rates may be reasonably looked for. The income tax for 1865 will soon be in course of collection, and from internal revenue the Secretary will soon be in a position to move efficiently in paying off currency debts. Loans on substantial security, and discounts of prime paper, are readily obtained of the institutions and private lenders at 5 and 6 per cent; and as the supply of money is considerably in excess of the demand for it, large balances are held in idleness, on deposit, for want of profitable employment.

"The Stock market is without much alteration, either way. The public securities are in quick demand, and there are steady calls for small lots of back, factory, and railroad shares for investment. Speculative action is more particularly directed to operations in land company and copper-mining stocks, from which the brokers continue to derive a large part of their commissions.

"The market closed strong, and all shares were in demand at quotations. Erie and Reading were the favorites, however, and large amounts of the former changed hands at 64½@65. The closing prices were: New York Central, 98½@98¾; Erie, 64½@65; Hudson River, 112½; Reading, 106½@106¾; Michigan Central, 104; Michigan Southern, 78½@79½; Illinois Central, 121½; Cleveland & Pittsburg, 83½@84; Northwestern, 30½@30¾; do. Preferred, 60@60½; Cleveland & Toledo, 107@107½; Chicago & Rock Island, 94@94½; Fort Wayne, 96½@96¾."

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.**THE CORK CAR SPRING COMPANY**

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6 1/2 " " 35 " "			
3, 8 " " 11 " " 36 " "			
4, 8 " " 9 " " 35 " "			
5, 7 1/2 " " 6 1/2 " " 30 " "			
6, 10 " " 8 " " 40 " "			
7, 7 1/2 " " 8 " " 35 " "			

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York.

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....6.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....9.00 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....7.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 7.30 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

- AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

E. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. B. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants' Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants' Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Legansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Breckinridge, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Wilmington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
" HAMILTON.....	10:30 "	11:53 "
" DAYTON.....	12:05 "	1:10 A. M.
" SPRINGFIELD.....	12:56 "	2:03 "
" MARION.....	1:50 P. M.	2:40 "
" URBANA.....	3:44 "	4:29 "
" GALLION.....	4:55 "	5:25 "
" MANSFIELD.....	5:45 "	6:30 "
" AKRON.....	6:32 "	7:00 "
" RAVENNA.....	9:25 "	10:15 "
" LEAVITTSBURG.....	11:30 "	11:10 "
" GREENVILLE.....	12:00 A. M.	12:35 P. M.
" MEADVILLE.....	1:10 "	2:15 "
" CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
" NEW YORK.....	10:20 P. M.	1:00 "
" BOSTON.....	4:55 "	11:55 A. M.
" PITTSBURGH.....	9:20 A. M.	3:20 P. M.
" HARRISBURG.....	1:30 P. M.	1:40 A. M.
" PHILADELPHIA.....	5:35 "	6:40 "
" BALTIMORE.....	5:30 "	7:00 "
" WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE
TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

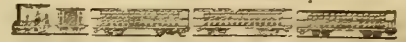
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northern corner of Broadway and Front streets, and at No. 108th street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULMER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night.

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:42 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:30 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passes Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

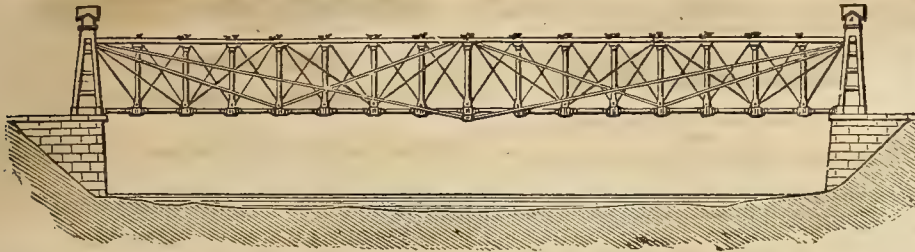
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of the principal hotels in the city.

J. F. RICHARDSON, Asst Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

W. M. F. HEWSON,
STOCK BROKER,
21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

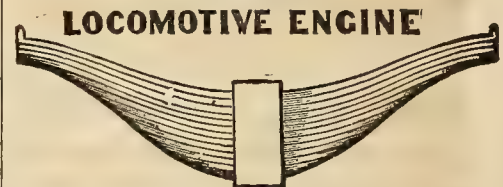
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks* to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts., No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—¼ to 24 inches in diameter, and branches for same. &c.,

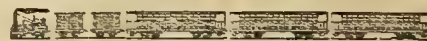
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASEER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JULY 19, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:10 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:20 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:45 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:29 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:00 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:35 P. M.

Tide-water Lines of Railroad from Cincinnati and St. Louis to the Atlantic.

We have been discussing the question of a direct Southern Railroad from Cincinnati to Charleston, and we shall now look a little into the general problem of the most direct lines from Cincinnati to the Atlantic. This involves also the most direct lines from St. Louis; for, in regard to the eastern Atlantic cities, St. Louis can have no more direct lines than those through Cincinnati. To the South, she may have. The advantage of a direct Southern line from Cincinnati, is not so much the mere reaching any port on the ocean, as it is in developing and supplying immense interior country, immediately south of Cincinnati. It may not be generally known, but it is a fact, that the most direct or *shortest* line from Cincinnati to the Atlantic is *not* to Charleston, but to Norfolk (Va.) This we showed in our last number, in speaking of the Cincinnati and Norfolk Railroad; and as that is the shortest, we will begin with that.

1. The Cincinnati and Norfolk Railroad.

We were mistaken in our last, in assuming the mouth of Guyandotte as the termination of the Covington and Ohio Road. We are assured by parties interested, that the franchises of the Covington Road do not extend below the mouth of the Kanawha, which will therefore be the termination of that Road. This will not be quite so direct; but will have the advantage of being much easier, and quicker made in Ohio; for, it will form an easy connection with the Marietta Road, and we may confidently expect the whole work to be made at an early day. Supposing then the termination of the Covington Road to be the mouth of the Kanawha, Point Pleasant, a short railroad following a creek in Gallia, nearly opposite, will make a direct line to Hornden, on the Marietta road, and also by short branches connect both Pomeroy and Gallipolis. This connecting link will be less than 40 miles in length. We understand that the project is now before the people of Meigs and Gallia counties; and that the Covington and Ohio Road having gone into the hands of a company of New York capitalists, will undoubtedly be made. Thus, there seems to be little left unassured to complete the whole line from Cincinnati to Norfolk, Virginia. If made, this line will be as follows:

	Miles.
Cincinnati to Hornden.....	129
Hornden to Point Pleasant (Kanawha)...	40
Point Pleasant to Covington.....	165
Covington to Lynchburg.....	60
Lynchburg to Norfolk.....	200
Aggregate.....	594

This will be the shortest line which can be ever constructed from Cincinnati to a good port on the Southern Atlantic, and it will be the first completed. A straight line from Cincinnati to Norfolk is less than a straight

line to Charleston, and the losses by curves of a railroad are less. In regard to a seaport, Norfolk is one of the three first class harbors of the United States, viz.: Newport, (R. I.) Norfolk, (Va.) and Pensacola, (Fla.). If, then, matters take the course we suppose they will, a first class railroad to a first class seaport on the Southern Atlantic, will be completed at an early day.

2. The Southern line direct from *Cincinnati to Charleston via Knoxville*, we have discussed so often and so thoroughly, that nothing need be added here. If made, as now seems probable, on the line indicated, it will be about 650 miles in length, and therefore, considerably longer than the Norfolk route, and through a more difficult country. To Cincinnati, however, it will be more profitable than either; because it will give her at once command of the whole interior trade through eastern Kentucky, Tennessee, North Carolina and Georgia.

3. The Cincinnati and Baltimore Line.

This line is already complete, and has been several years in operation; but, as the reader knows, obstructed, and almost destroyed in the recent war of the rebellion. Baltimore, the reader knows, is on tide-water, and a seaport; for shipping in large numbers come up to Baltimore; as a tide-water port, Baltimore is nearer than any other port; but, Baltimore is not an *ocean* port, and in that respect, as we said, Norfolk is the nearest ocean port. Taking Norfolk as the point to be reached, on the Baltimore line, we have:

	Miles.
Cincinnati to Parkersburg.....	205
Parkersburg to Grafton.....	104
Grafton to Cumberland.....	101
Cumberland to Baltimore.....	178
Baltimore to Norfolk (by Bay).....	160
Aggregate.....	748

We see then that to reach Norfolk or indeed any ocean port *via* Baltimore, is 150 miles farther than to Norfolk direct. Indeed, there is but a trifling difference between going to Norfolk direct or to Baltimore. While, therefore, we can reach tide-water at Baltimore a very little nearer than at any other point, we cannot reach any ocean port as near as we can Norfolk.

4. *The Pan Handle Route.* This we have described heretofore as the nearest, and on the whole, easiest traversed route from Cincinnati to New York; but, by no means the shortest line to tide-water. The distances on the Pan Handle route are as follows:

	Miles.
Cincinnati to Columbus.....	119
Columbus to Steubenville.....	150
Steubenville to Pittsburg.....	43
Pittsburg to Harrisburg.....	249
Harrisburg <i>via</i> Allentown to New York...	182

Aggregate..... 743

This is a very direct and easy route to New York. But, we shall now turn to one which we shall call the—

5. *Composite Route.* This may very easily be formed by portions of the Baltimore and Pennsylvania routes; it will be thus:

	Miles.
Cincinnati to Cumberland (No. 3.).....	410
Cumberland to Hagerstown.....	85
Cumberland Valley Railroad.....	74
Harrisburg to New York.....	182
Aggregate.....	751

This is just about the same distance to New York as by the Pan Handle route; but is over a very different country, and no doubt would be largely patronized by eastern travelers in the summer, as they could enjoy all the mountain scenery of the Baltimore road, and by turning off at the eastern foot of the mountains *via* Harrisburg, would avoid the heat of Baltimore and Philadelphia. It requires only 20 miles of new railway to complete it.

In the above summary we shall find, that the object being to reach an *ocean port* on the shortest line, the following are the results approximately estimated:

	Miles.
Cincinnati to Norfolk.....	594
Cincinnati to Charleston.....	650
Cincinnati <i>via</i> Pan Handle to N. York...	743
Cincinnati <i>via</i> Cumberland to ".....	751
Cincinnati <i>via</i> Baltimore to Norfolk.....	748

The Norfolk route has the preference over the whole of them. The two routes to New York present little difference.

The Cincinnati, Hamilton & Dayton R. R.

The Stockholders of the Cincinnati, Hamilton & Dayton Railroad held a special called meeting to consider the question of increasing the capital stock of the Company, rendered necessary by the increased amount of machinery required to equip their extended line of road. S. S. L'HOMMEDIEU, Esq., the energetic President, read the following statement as to the condition of the Company, and the necessity of adopting the measure, which was afterwards carried:

CINCINNATI, July 17, 1866.

To the Stockholders:

GENTLEMEN: The Board of Directors, in accordance with the views presented to you at the annual meeting, and which by your vote were approved, have called you together to vote yea or nay on a proposition to increase the capital stock of this Company five hundred thousand dollars, making the whole capital three and a half millions.

Since the notice was published calling this meeting, much diversity of opinion has arisen among the stockholders on the question of an increase of stock at this time in the manner proposed. All, however, seem to agree in the importance of paying off the floating debt of the Company, which now amounts to over \$400,000.

This debt has been incurred the past year, as follows:

For additional machinery.....	\$232,897
Permanent improvements on Dayton & Michigan Railroad.....	135,843
Eaton & Hamilton Railroad.....	61,727
Making.....	\$430,467

During the latter portion of last year, the Company were enabled to transport from Toledo to Cincinnati, with the machinery at their command, about forty car loads per day of through freight. At the same time about double the number of car loads per day could readily have been obtained had the Company been able to furnish the cars.

Under such circumstances the Board of Directors deemed it best to order the additional machinery, which will be fully employed this year, although the means to pay for the same, over and above interest on bonds and dividends, were not in the treasury.

The advance made to the D. & M. Company seemed equally essential. It became necessary, in order to accommodate the business at Toledo received from the boats, to furnish dockage, platforms, and more shelter for merchandise. A very extensive addition to the warehouse was made, and additional dockage provided on the grounds of the Company, which had previously been purchased for that purpose at a price not equal to one-fourth what the land would now sell for.

The New York Central R. R. Co. have recently transferred the line of passenger and freight propellers from Cleveland to Toledo and now run them daily between Buffalo and Toledo. This will give to the D. & M. and C. H. & D. roads a large increased amount of freight, and it is expected will fully tax the capacity of the new depot facilities provided.

The trundle work on the D. & M. Road, which we had hoped by repairs would have lasted several years longer, began to show signs of decay; and it was deemed necessary to permanently improve these weak and dangerous points, by substantial masonry and earthwork. This has required a large advance beyond the present net income of that road.

Had it not have been made, the probabilities are, accidents would have occurred to persons and property involving more thousands than the Company have advanced.

The next and last item of expenditure was that for the purchase of the Eaton and Hamilton road.

The reasons for this were so fully given at the recent meeting of the stockholders, that it hardly seems necessary to repeat them. The Company have warded off a dangerous competition, and made a good bargain for its stockholders. There would be no difficulty in now parting with the interest, and with it the control of the road, at an advance on what has been paid for the same.

The stockholders should bear in mind that the Company have, within the past three years, added to the value of the road in laying an additional track, both on the main and side lines, from Cincinnati to Dayton, a sum equal to one million five hundred thousand dollars; and that although the road is only sixty (60) miles long, it has on it iron sufficient to lay about one hundred and eighty miles of single track. They should also bear in mind that to accomplish this, involving an outlay of so large a sum, there has only been an increase in their capital stock and bonds to the amount of \$644,000.

They should also bear in mind, that in the meantime regular dividends have been earned and made, together with a stock dividend of 20 per cent.

This was only accomplished by using the bonus received from the Dayton & Michigan Road, and by the use of earnings made over the amount paid on expenses, interest and dividends.

It may also not be amiss to remark, that the Company have now a property, in good condition, worth more than a million of dollars in excess of what it stands charged on the books.

They also have a road of established reputation—one of great strength of position—one with the strongest of connections to the East, to the North, and to the Northwest—one, as yet, comparatively in its infancy—one whose future business from the Dayton & Michigan, from the Atlantic & Great Western, and from other sources, it would be difficult, at the present time, to measure; and one also, that must necessarily continue to expend money to keep pace with the growth of its business.

The policy of the Company in reference to such expenditures, however, for the next two or three years, will be to expend no more than will be necessary to keep up with the growth of business.

It will be their endeavor first to get out of debt, and next to lay up a surplus fund. But I come back to the question whether it is now judicious to dispose of \$500,000 of additional stock, to the present stockholders of this Company, say for \$400,000, or at the rate of eighty cents on the dollar? If this be not done, then it follows that dividends must be suspended until the debt is paid.

In ordinary times, with the prices of transportation on a level with those of labor and supplies, and with our ordinary amount of business, I should not hesitate to say that, with the additional facilities supplied by the money which is now owing, the Company could with ease pay ten per cent. on the three and a half millions of stock; but suppose only eight per cent. per annum should be declared free from Government tax, until the prices of transportation were advanced, or labor and material lowered, it should be satisfactory to the stockholders. This would not take so large a net earning by \$20,000 per annum, as it has to make ten per cent. on the three millions of stock.

The Company have to exchange, or purchase, by the first of January next, 367 one thousand dollar first mortgage bonds. The holders of these bonds, both in New York and Cincinnati, have already commenced exchanging the first for the second mortgage bonds, at a difference of five per cent., or \$50 on a bond; and from advices recently received, we have reason to suppose that the greater portion of the holders abroad will make the exchange.

The value of our stock in the market will have much influence on the question; and it is, therefore, important that its credit be maintained, and that our stockholders disregard the saying of those among them who take occasion in the streets, in the newspapers, and elsewhere, to make false representations to injure the credit of the Company, and to enable themselves and others to purchase, at a low price, or for some other unworthy motive. Already have parties avowed their determination to me to purchase largely of the stock, as a permanent investment, when it is thus run down, knowing full well that every share is worth more than its par value, intrinsically. It is my duty to warn our stockholders against sacrificing their stock. If at any time they have doubts as to the value of their property, as an investment, let them take trouble to

come and examine the books, which are always cheerfully exhibited to a stockholder, who calls for that purpose.

The passing of dividends until the floating debt is paid will probably take a year and a half. This would undoubtedly have the effect to greatly lower the price of stock in the market. It would really make it no less valuable, and the rich stockholder could afford to hold his stock and purchase that of others, while men of moderate means, and widows and wards, would probably have to sell. And here I may mention that upwards of one hundred women are holders of stock, while a considerable amount is held by guardians for the education and support of their wards. Another considerable sum is held by estates. Pass the dividends, and you put down the market value of the stock, and enable the men of much money to make a good speculation as well as a good investment.

The subject of a consolidation of the C. H. & D. and D. & M. Companies, has been under consideration for a year past. The D. & M. Company proposes to put in their stock at 40 per cent., and have obtained nearly a unanimous vote of their stockholders to that effect. This would require an issue of a million of stock, making in all four millions of joint stock. The C. H. & D. Company are the holders of half of the present stock of the D. & M. Company, received as a bonus on the lease, and would be entitled to the benefit of half a million of the new stock. It has been suggested by stockholders, who favor the issue of the present C. H. & D. stock, to supply immediate necessities, that the half million of stock to be hereafter derived from the consolidation, be cancelled. Thus leaving the capital of the two roads, of two hundred miles, four millions of dollars.

This would answer the purpose, if our stockholders were ready to vote the consolidation. It is objected, however, by quite a large number of them, that it is premature to consolidate at this time.

While it is conceded by all that the D. & M. road, when fully developed, will earn her portion of a ten per cent. dividend annually, it is evident she cannot contribute anything for several years to come, needing all her net income to expend in permanent improvements on her road, and in furnishing equipments for the increase of business. The C. H. & D. Co. now owns a majority of the D. & M. stock and is virtually responsible for all her bonded debt, and will eventually consolidate. The two roads are now worked as one. Separate accounts are kept of the earnings of both companies on the books of the C. H. & D., as required by the lease; but the same officers manage the whole. No expense beyond the hire of one clerk and some stationery would be saved by consolidation.

It is urged in favor of immediate consolidation, that if postponed until that road earns a dividend, the stock must be taken at a higher figure than forty per cent. This may be the case, but the C. H. & D. stockholders should always be ready to agree that the net earnings applicable to the dividends, earned by the D. & M. Co., should fix the relative value of her stock, compared to those of the net earnings, C. H. & D. alike applicable to dividends.

The stockholders will pardon me for now speaking of matters somewhat personal to myself.

My connections with their road commenced in the early part of the year 1848. The rights of way were still to be obtained, and the capital secured to build the road. This was ac-

complished by me with the assistance of a Board of Directors. The iron was purchased on favorable terms, and the stock and first bond sold at par, without any employment of agents or expense of commissions. The road was opened for business to Dayton in September, 1851, and would have been at an earlier period but for the prevalence of cholera in the region through which it passed.

Nearly nineteen years of the best portion of my life have been devoted industriously to its interests. With me it has been like a first born child. Salary or money has been no object, compared to the success of the road.

I have been content to build up a road that would be beneficial to the city in which I have lived for more than half a century, and been an active participant in its business for forty years.

The financial credit of the Company has never been impeached, for it never failed to meet an obligation, large or small, when due and properly audited.

The stockholders have received fair dividends (an average of 7 4-5 per cent. from the first excess), and there has been no failure to pay interest on bonds or necessity of capitalization. No protests were ever served on it for want of ability or promptness in paying notes of its own making. Its real business has grown from \$321,793 to \$1,361,566 47, and bids fair to go on increasing, if facilities are provided.

The stockholders have been fortunate year after year from the commencement of the work in having Boards of Directors who worked harmoniously. No schism ever occurred among them, nor have they had any object other than to promote the best interests of the stockholders. No "axes have been ground for them." But for their united support I would have long since disconnected myself with the work. To them belongs whatever of credit is due to the success of the enterprise. Many of them, and among the most useful, have gone to their final rest. The names of George Carlisle, John Woods, and John C. Wright, will be long remembered and honored, in connection with the railroad up the Great Miami Valley.

Some of our stockholders occasionally express doubts as to the propriety of my remaining President of the Atlantic & Great Western Railway and at the same time of the Cincinnati, Hamilton & Dayton.

They fear that it is too much for one man to do justice to. The position as President of that road was not sought by me. On the contrary, it was declined when tendered, until the Board unanimously recommended that I should take the place. It was believed that the interests of the roads would be best promoted by having one head to direct them.

I should resign the presidency of the A. & G. W. at an early period, if I thought either was neglected by me.

With the assistance of Vice Presidents on both roads, who take charge of most of the detail, the labor is no greater than I performed on our road for many years, with less experience.

Respectfully submitted,

S. S. L'HOMMEDIEU, President.

After the reading of the President's statement, discussion was had on the affairs of the road, its management, &c., when it was

Resolved, That the Directors be instructed not to sell any of the stock authorized to be issued at less than par.

Memorial of the Southern Pacific Railroad to Congress.

To the Honorable the Senators and Representatives of the United States in Congress assembled:

Your memorialists, the resident directors and company of the Southern Pacific Railroad, would respectfully show that they are the corporation, chartered in 1852 by the Legislature of the State of Texas, for the purpose of building a railroad from the eastern line of said State to the Pacific coast; that said road was to be built along, or nearly as practicable along, the 32d parallel of latitude, seeking such outlet on the Pacific coast as should best subserve the purposes of commerce and travel. Your memorialists would further show that the State of Texas, with a high appreciation of the importance and national character of said work, endowed the same with a munificent land grant far exceeding in extent and value any grant ever made by an American State to a work of internal improvement, and furthermore guaranteed a loan in money to the amount of \$6,000, per mile for every mile of said road to be built on the territory of said State, extending from the eastern boundary thereof to El Paso on the west—a distance of nearly 800 miles.

In the organization of the Southern Pacific Railroad under this liberal charter, the public and national character of the work was still manifested, for on the stock books are to be found the names of citizens resident of more than twenty States of the Union, who have united their efforts and contributed their means to the support of a work which all the States might enjoy and be enriched by.

Your memorialists need not remind your honorable bodies of the fact that the National Government has always regarded the route of the proposed Southern Pacific Railroad as of prime importance in view of the future military and political wants of the country—that it has in past years caused repeated and thorough surveys to be made, and that the testimony of all its engineers has been that not only is the topography of the route favorable but the territory to be penetrated either fertile in soil or rich in minerals, and—what cannot be said of any other surveyed route across the Continent—the climate so mild and the snow falls so slight that nothing could impede the easy and economical operation of the roads through all seasons of the year.

Your memorialists are gratified to remember that not the Executive Department of the Government alone, but the legislative also, have examined and admitted the commanding merits of the Southern Pacific Railroad. The journals of the 36th Congress record the fact that that body, both Senate and House of Representatives, passed a bill largely endowing, in land grants and money, the said railroad. A disagreement, between the Senate and House, on some immaterial point of detail, delayed the consummation of the measure into law, and, the rebellion intervening, for the time destroyed the hopes of the enterprise. But your memorialists claim, as no slight tribute to the unquestionable value and feasibility of their proposed railway to the Pacific, that, with all the slowness and hesitation with which the national Congress approached the policy of constructing railways across the continent by Government aid, and amid the eager competition between rival routes in the narrow view then prevailing that but one Pacific road would ever be built, the Southern Pacific Railroad was the first to win its way

in popular confidence so far as to overcome the doubts of Congress, and secure the favorable legislation that has, at this late day, been granted to only one road.

Your memorialists can therefore claim that they are in some sense *pioneers* in the great plan of developing the entire resources of the continent by means of continental highways. They were the first to organize, the first to begin work, the first to pave the way for the legislation in aid of such works that Congress has since adopted. In these early labors your memorialists have expended years of patient toil and a very large amount of money, and though grievously disappointed in the very moment of success, when Congress had endorsed their scheme and almost agreed to aid in its execution, they have not abated one jot in heart or hope, but are still working to maintain the enterprise which the nation will yet come to acknowledge as one of the chief arms of its strength and sources of its wealth and power. They already have forty-two miles of road nearly completed; by the first of August, 1866, the cars over this distance will be in full operation. About twenty miles more are graded, and in every department the enterprise is in full hopefulness and vigor.

Your memorialists need only cite, without dwelling upon, the disintegration now rapidly going on in the forms of government in Northern Mexico, whether of the Republic or Empire, no matter what may be the immediate course of events, the ultimate result we cannot mistake. The ascendancy of American ideas, capital, and enterprise, if not government, will soon be established in the States of Northern Mexico; and the port of Guaymas, in the beautiful State of Sonora, will furnish the natural southern outlet on the Pacific coast of the Southern Pacific Railroad, and thus indissolubly unite the fairest and richest portion of Northern Mexico with the American Union. In view of the important events so soon to transpire in Mexico, the advantages of a highway leading from the Mississippi Valley directly to the door of the Northern Mexican States would be of incalculable value to the United States, and would bring to bear a pressure quite as potent as that of arms or money in the establishment of a political rule there in harmony with American ideas and interests. It is therefore in the light of a national misfortune that we may regard the defeat of the legislation of the 36th Congress in behalf of the Southern Pacific Railroad.

Your memorialists therefore pray your honorable bodies to revive and re-enact the measures so carefully matured by the thirty-sixth Congress in aid of the Southern Pacific Railroad, with such modifications as the changed condition of the country may render expedient. The fact that one State of the Union has so liberally endowed the proposed road, and that the citizens of so many States have contributed to sustain it, give it the stronger claims on the Government for aid, for these facts afford proof that the friends of this road do not wish the Government to take the burden wholly upon itself, although the enterprise is so truly national, but that they are willing to do, and are doing, all that a liberal and patriotic people should do to enhance the common interest and power of the nation.

Your memorialists will close this appeal with the avowal that, in earnestly pressing it upon the attention of Congress, they do not wish to be understood as opposing the claims of any company who are proposing to build a

railway to the Pacific over any other route. On the contrary, your memorialists wish to see Congress adopt the principle that the construction of railways between the Mississippi valley and the Pacific should be encouraged over every practicable route, knowing that all will be needed to develop fully the agricultural and mineral wealth of the table-lands, the mountains, and valleys of our great Western Territories, stretching as they do from the waters of the Columbia river to the mouths of the Colorado and Rio Grande.

How great would be the folly of supposing that only one line of railroad would serve the purposes of commerce and travel between the Mississippi Valley and the Atlantic seaboard. Should its western terminus be at St. Paul, St. Louis, or New Orleans? And should it, eastern outlet be Boston, New York, or Savannah? Or would the compromise be any wiser of building the single line from Cairo to Baltimore, and requiring the travel and commerce from St. Paul to New Orleans to concentrate at Cairo, and from Boston to Savannah to concentrate at Baltimore, before starting on its eastern and western journey?

This illustration will serve to fix attention on the manifest impossibility of any one line, accommodating the wants of the nation in the transit between the Mississippi Valley and the Pacific seaboard. No one line of railroad will develop the territory of Montana and at the same time that of Arizona, or draw wealth from the British possessions and at the same time establish American institutions in the northern States of Mexico.

It is because these Territories are so vast and so remote from each other that they require separate highways to develop them, and they have equal right to the fostering and helping hand of Government. And the addition their development will bring to the national wealth and power will amply justify the Government in the most liberal gifts of the public domain to aid in the construction of railways over every feasible route across the continent.

The number of these routes is necessarily limited, and each one proposed must stand or fall by the tests of experienced engineering. Wishing well to all, your memorialists can, without arrogance claim that there is no longer an open question as to the practicability and great national necessity of their road, and they therefore rely confidently on the early and favorable action of Congress in their behalf.

(Signed) J. M. Waskom,
Pres't Southern Pacific R. R., on behalf of
self and Directors—

H. Burkhardt, Ky.,
R. B. Hall, Ky.;
Wm. Garvin, Ky.;
D. P. Henderson, Ky.,
J. D. Osborne, Ky.;
A. Low, Ky.;
Wm. Terry, Ky.;
A. S. Mitchell, Tenn.;
Chas. Duffield, Chicago, Ill.;
R. M. Stratton, N. Y.;
R. S. Newton, N. Y.;

On behalf of themselves and other stockholders.

The Ottumwa Courier of the 2d says, "the Burlington and Missouri River Railroad Company commenced laying track westward from this city last week. The road, we understand, is all graded, and ready for the iron to Albia, to which they will lay the iron as speedily as possible.

Railroad Enterprises in Mexico.

From the Mexican Times, June 16.

The Minister of Fomento has addressed to His Majesty the Emperor a report relative to the railroads now being executed and for which concessions have been made by the Government. We give below the translation from the N. Y. Tribune of this report, and of the letter accompanying it:

SIRE:—I have the honor to lay before your Majesty a report of the actual state of the railroad enterprises of the Empire.

This report embraces only the most essential points concerning the situation of the concessions. Your Majesty can easily by this short account know what has been already done, and what can be expected.

But if your Majesty should desire more details, I shall have great satisfaction in obeying your Majesty's sovereign orders.

I remain, with profound respect, your Imperial Majesty's very obedient servant,
F. SOMERA.

Mexico, June 5th, 1866.

The railroad from Mexico to Vera Cruz, granted to the Imperial Company, is now being constructed, and it is probable that in next September the railroad will commence its operations from this capital to Puebla.

The length of the privilege is sixty-five years, and the shares which are held by the Government will be in proportion to those which produce the additional 5 per cent. established in favor of the Company by decree of 26th January, 1865. This concession will be annulled if the entire line is not finished by the 31st December, 1869, unless prevented by superior force.

The line from Vera Cruz to Puebla by Jalapa granted to Don Ramon Zangrointz, is now being constructed. Already five kilometres are finished. The length of the privilege is 75 years; the cost is \$6,500 the kilometre, repayable to the Government with interest of 6 per cent. The concession will be annulled if that line is not finished by the 1st of January, 1868, or if the work is suspended for three months.

The line from Mexico to Chalco, granted to Don Francisco Arben and Company, is finished as far as San Angel, and the work will be continued as far as Irapam. The length of the concession is indefinite, and the Government possesses 200 shares of \$1,000.

The works on the line from Vera Cruz to Medellin are going on and in a regular state of service. The duration of the Company is 99 years, and the Government represents 1,500 shares at \$100.

The city railroad in Vera Cruz is in operation.

The line from Tacubaya to Mexico is in operation, and the Imperial Company, who lately obtained a concession of it, are making on it important repairs.

The line from Mexico to Toluca is granted to Mr. Sauvage. The plans have been presented, but the works were stopped a few days after having been commenced. The duration of the concession is 50 years, and the Government will represent 1,500 shares as soon as the capital of 50,000 piastres will be subscribed. The privilege will be declared null if the line is not finished by the 9th of July, 1867.

The line from Mexico to Tuxpam is granted to Morales, Montenegro and Company. The engineers are now making the plans. The duration of the privilege is 50 years. The concession will be null if the plans and the reconnoissances of the line are not presented

by the 30th July of this year, if the works are not commenced by the 30th December, and if the line is not finished and put into operation by the 30th December, 1869. The grantees have not given the required security, but the judge is charged to cause this to be done immediately.

The line of Merida to Celestun, granted to Don Manuel Arrigunana and Company. They have presented the plans of the line. This privilege will be annulled if the railroad is not finished by the end of 1868.

The line from Merida to Progreso. The privilege is annulled, the grantees not having fulfilled the prescribed conditions.

The line from Mexico to Cuautitlan is granted to D. Luis Binel. The plans of the line have been presented. The duration of the concession is 99 years. Authority had been previously granted him to commence the line in the direction of Tlalnepanitla. The privilege will be annulled in case the line is not finished by the 6th of April, 1868.

The city railroad of Mexico, granted to D. Carlos Arnaux, is not yet commenced, but the concession is not annulled. Its duration is 30 years, and the privilege will be annulled, if four thousand eight hundred metres are not constructed and worked before the 17th of January, 1868.

The city railroad from Puebla, granted to MM. Kembell Keith and Company, is not yet commenced. The duration of the concession is 50 years, and the privilege will be annulled if the clauses of the contract are not fulfilled, if the works are not commenced by the 3d of December, 1866, and if at least four kilometres are not constructed by the 3d of August, 1867.

The line from Puebla to the Pacific by Matamoros Izucar and Valley of Aroyoc, granted to M. Ramon Zangroniz, Numa Dousdebos and Jules Ziegler. The plans are not yet commenced. The duration of the privilege is 75 years, and it will be annulled if the line of Puebla to Matamoros Izucar is not finished by the 1st of January, 1899.

The line from San Luis Potosi to Temesin is authorized by His Majesty; but the publication of the concession has not yet been made, in consequence of the non-payment of the deposit money, a payment which ought to be immediate, and with which the grantee D. Eusebio Soler is occupying himself.

The line of the Rancheria de la Zanja to the baio de Petacalo (Guerrero) is in the same State as the preceding.

The concession of the railroad from Paso del Macho to Puebla has remained null and without effect.

Sub Secretary de Fomento ad interim

FRANCISCO JIMENEZ (L'Estafette).

Mexico, June 4th, 1866.

PETROLEUM Oil has been struck in Overton County, Tennessee—on the north line of that State, about midway from its eastern to its western border—18 miles from the Cumberland mountains. Already, three wells are pumping, 3 more being bored, and 4 others started. The Newman well, only 38 feet deep, yields ten barrels of heavy lubricating oil per hour. Another, only 23 feet deep, yields to a hand-pump fifty barrels per day. The country is mountainous, the roads bad, and a railroad to the Cumberland indispensable. The location is about 50 miles E. N. E. of Nashville.—*N. Y. Tribune.*

Cost of Mining Copper.

BY COL. C. WHITTLESEY, U. S. A.

I have no personal observation upon the expense of working copper mines on Lake Superior since the year 1856. Improved machinery for both stamping and washing introduced since that year, would have lessened the expenses, if labor and supplies had not increased in price. The yield of the washing floors from stamp stuff, has also been increased by washers that cleanse the rock more thoroughly. In the mode and expense of sinking, driving and stoping, no change has occurred. On the north shore, no mine work has been done on true veins, and very little upon the metal bearing beds. As a general rule the metaliferous layers can be worked cheaper than the veins. At the Copper Falls mine, in 1860, where the rock yielded one and one-quarter per cent. meagre profit was derived. Metaliferous beds have been worked at the Phoenix, Quincy, Pewabic and Carp Lake Mines. The best show at present known on the north shore is the French River District, where the most promising deposits are found in layers conformable to the strata. Where the metal bearing layers are two or more feet in thickness they should be worked cheaper than true veins in the same kind of rock. In general the beds are more regular in their yield than veins. When the stratification is understood, they can be calculated upon to extend more regularly into the earth whereby the plan of a mine is more simple. After the shafts and levels are made and the mine opened, the cost of stoping is much less, because miners reckon by the running fathom without regard to thickness. The only place on the north shore where a shaft has been sunk on a metal bearing bed, is at the works on Sec. 25 T 52 N R 13 West on French Creek, which, when I last saw it in 1864, was down only 43 feet, a depth which is not sufficient to show the average cost of sinking. By following the dip of the beds with inclined shafts, it should not exceed the average cost on the south shore. In the French and Knife River District, the trap rocks do not rise much above the surface of the country, and are generally covered by drift clay and gravel.

Little drainage can be had in such a country. It will be necessary at the outset to provide for raising the water and the mineral by steam or water power. The average cost of sinking by contract where the owners clear the mine of water and rock, derived from actual results in six working companies in 1854, was (\$13.72) *thirteen dollars and seventy-two cents* per foot. The average cost of driving was (\$7.53) *seven dollars and fifty-three cents* per foot, and of stoping (\$19.72) *nineteen dollars and seventy-two cents* per fathom, where the mine is in a true vein. In estimating the yield and per centage of a mine, the vein matter is reduced to tons, and thus, in proportion as the vein or layer widens out, the more tons will a running fathom produce. The rate of increase may be seen in the following table:

Thickness of the Vein or Bed.	No. of tons per fathom.	Cost per ton at \$1,500 per fathom.
Six inches.....	1.62	\$ 9.30
Twelve inches.....	3.24	4.63
Two feet.....	6.48	2.31
Six feet.....	10.44	0.77

The expense of working up a ton of rock through all the manipulations, in a mine that pulverized and washed 17,112 tons of vein matter in a year, was in 1855, (\$11.33) *eleven*

dollars and thirty-three cents. This includes interest on capital, depreciation of machinery, surface expenses, stoping and barreling.

It also includes cutting up and raising masses of copper. The object of the calculation being to determine the cost of working stamp stuff only, and what is the lowest per centage which will pay, the whole expense of the mine is charged to stamp work.

Nine thousand one hundred and eight (9,108) fathoms of ground had been stoped when the estimate was made. In Cornwall the price of sinking, determined by a general average, is (\$7.00) *seven dollars* per foot, of driving (\$3.50) *three dollars and one-half*, and for stoping (\$12.00) *twelve dollars* per fathom. There, although labor and machinery are cheap, the vein matter is very poor. After it is broken and sorted by hand at the mineral pile, the average yield in refined copper is only six to seven per cent. This, applied to the ground stoped, is only a fraction of one per cent. A vein or bed which yields *two per cent.* of ingot copper, produces forty pounds to the ton of vein matter, the value of which depends on the market. In general, this metal rises in consonance with the price of labor and supplies. Copper has been as low as seventeen cents per pound at New York within ten years, but ordinarily before the war twenty three to twenty-five cents. It has risen temporarily to fifty cents. A mine in the French River District, within three miles of the shore, working a metaliferous band should be wrought on a large scale, at less than (\$10.00) *ten dollars* per ton, and consequently should pay dividends if the yield is not less than two per cent. and the market value of copper not below twenty-five cents per pound. Dividends have been made in the Point Keweenaw District on a yield of one and a half (1½) per cent.

In estimating the expenses of working a copper mine, the distinction between *beds* and *veins* must always be kept in mind. There are deposits of mineral that lie in bunches and sheets between beds of rock, which are not veins or beds, and which are so irregular as to preclude a calculation upon their value until they have been wrought. These are called contact deposits and stock-works.

The mineral in true veins exists in fissures of the rocks, which have been filled by a process not fully understood, with materials different from the wall rock, but derived from it. Veins exist in parallel groups, having a dip and bearing which is conformable to each other over certain districts. Such a collection of veins forms a system, and thus when a new vein is discovered its dip and inclination can be inferred at once. There may be in the same district more systems than one, and one set of veins may be of more recent origin, carry different mineral and have a different bearing and dip from another. The more recent set cuts through the others, but have a parallelism among themselves. Dykes differ from veins in being fissures filled with basaltic trap, the filling being effected immediately by injection of molten matter from beneath. The same strain and agitation which causes cracks in the strata, forces the substance of the dyke into the fissures, where it cools rapidly generally, assuming the form of columns with five, six or seven sides. Dykes occur more frequently in flinty and close grained trap than in the softer brown amygdaloidal variety. They carry no mineral of value, though a vein may form along the sides or near to them, and be parallel. In general, dykes disturb the veins where they intersect. Dykes exist in systems like veins,

but on a more extended scale. Both veins and dykes cut the strata without regard to its bedding. On the north shore of Lake Superior there are multitudes of both kinds of fissures, giving great complexity to its geology. Veins are filled by a process that does not appear to be rapid, but by an action resembling that of chemical solution and affinity. This is probably due to electro-magnetic agencies operating slowly during great periods of time. The same quiet but efficient power partially dissolves the wall rock adjacent to the fissures, thus making for itself space in which to deposit mineral. Fractures which were originally very small, are thus enlarged as the mineral increases. The mysterious force of crystallization, due no doubt to electrical agents, expands the fissure as water does when it freezes in narrow crevices.

CLEVELAND, Ohio, May 1st, 1866.

The late National Railroad Convention.

CORRESPONDENCE.

PHILADELPHIA, July 11, 1866.

J. Edgar Thompson, Esq., Pres't Pa. R.R. Co.

DEAR SIR:—From the fact that you presided over a meeting of Presidents and Superintendents of railroads on the 4th and 5th instant at the Musical Fund Hall, at which meeting the pending tariff bill was discussed—a subject entirely irrelevant to the original call for the meeting, and concerning the merits of which the majority of those present appear not to have been well advised—your name and position have been freely used by certain free traders, at whose suggestion the subject was probably introduced, for the purpose of influencing members of Congress to oppose the passage of the bill, because a moderate advance of duty is proposed to be placed on foreign railroad iron.

We know very well that you have always regarded it to be the true policy for those interested in the construction of our railroads to have their roads laid down with American iron only, and in your administration of the affairs of the great Pennsylvania Railroad Company, with which you have been associated from its incipency up to the present time, you have practically carried out that policy, in not allowing foreign iron to be used in the construction and repair of that magnificent and most successful enterprise.

We understand that instead of favoring the memorial of Congress, and the resolutions passed by a majority at the meeting, to appoint a committee to visit Washington, for the purpose of opposing the tariff bill, you voted against the proposition, and disapproved its object. We consider it important that the railroad interest of the country should be informed of your position in these matters.

We would also like you to say that the remarkable declaration "earnestly uttered" by a leading speaker in the Convention, viz.: "that the American rolling mills are not able to supply one-fourth of the rails required by the railroads of the country," is utterly and unparadoxically erroneous as a statement of fact, as must be well known to you. You are aware from what sources the supply of railroad iron comes, and that the imports through the Custom House and the home manufacture constitute the whole supply and consumption of the country. The imports for the year ending June 30, 1865, were 74,702 tons.

May we ask you to enlighten the leading

speakers in the Convention, and all others acting under like impressions, as to where and how the railroads of the United States procure their supply of rails since so small a proportion of their requirements comes from abroad. We are very respectfully yours,

SAMUEL J. REEVES,
EDWARD Y. TOWNSEND.

PHILADELPHIA, July 11, 1866.

Dear Sirs:—Your letter of this date, informing me that in consequence of certain proceedings in relation to the proposed increase of duties on railway bars of steel and iron, by the Convention of railway officers recently held in this city, and my connection therewith, my name has been freely used as opposed to the policy of protecting American industry, has been received.

You are quite right in denying this inference. I am now and always have been in favor of efficient protection to all branches of manufactures that are necessary or important to the independence of this country of others, under any and all circumstances. This policy, if persisted in, will, in a short time, through the agency of domestic competition, secure cheaper manufactures than if we relied wholly on Europe to supply our wants, while at the same time the increase of the manufacturing population of the country will give the agriculturist a regular market for his surplus products, free from the uncertain and fluctuating foreign demand.

We have in the United States an abundance of the raw material required for producing railway iron and steel of the very best quality, and under the protection given to this branch of business by the tariff of 1842 this interest has gradually grown in twenty years from nothing to from seventy to eighty per cent. of the consumption of the country.

The whole product of the American mills in 1865, I have been credibly informed, was about 325,000 tons, while the imports were less than 80,000 tons. The skill and capital already embarked in this manufacture, if not arrested by a change in the policy of the country, will soon enlarge its operations to an extent that will fully meet the domestic demand and yield a surplus for export.

The railway companies of this country are much more interested in the prosperity of the internal commerce of the Union than the foreign, and this is best promoted by that policy which will enlarge the number and give full employment to the consumers of its agricultural products.

Yours, very respectfully,

J. EDGAR THOMPSON.

To Messrs. S. J. Reeve and }
Edward Y. Townsend. }

The alcoholic beverages, exclusive of cider, British wines, and home-brewed beer, on which we paid duty during 1862, amounted to 373,000,000 gallons, or sufficient to fill a canal 3 feet deep, 6 feet wide, and 640 miles long; that is, 40 miles in excess of the distance from Land's End to John o' Groats. Being 14½ gallons each for every man, woman, child and nursing in the kingdom.

In the year 1862 there was imported into England 128,000,000 bushels of corn, or sufficient to build a wall 13 inches thick, 20 feet high, and 1,460 miles long; that is, the perimeter of the triangle of which the Land's End, the North Foreland, and Dunnet Head are the angular points. The flour and meal imports were 360,000 tons.

Colorado Rail and Mine Items.

The subjoined items, compiled from the *Black Hawk (Col.) Mining Journal* of June 26, will be found to contain interesting information:

SOUTH PARK—We had the pleasure of meeting Mr. McCandless, agent of the Pittsburg and Colorado Gold Mining Company, yesterday, just arrived out to commence work. He found considerable snow on the property on the Harrington, and is waiting a little for it to subside. He proposes to take the water out of Mr. Jones' deep shaft, and see if any ore can be raised. Capt. Plummer has a large pile of quartz out and is steadily mining. As soon as some portion of his machinery on the way arrives, he will start his new mill. We believe it is the boilers that are lacking. Prof. Du Bois is mining and also erecting works. *His boilers, too, are not yet arrived.* At Musquito one of Fuller's lead machines is being set up by a new organization, called "The Chicago Company." Mr. Norris, at Hamilton, has had bad luck with some of his machinery, breaking down, etc., so that he is now idle. It is thought that eight or ten companies will be at work in the South Park before long, and that some gold will be produced this season.

It is said that Prof. Du Bois is soon coming over from the Park to assist the new agent of the Philadelphia and Colorado Company in Nevada in setting up and trying the Monnier process. We trust the report is true, as we want to see the Professor who keeps the Philadelphians in such good heart with regard to the Colorado mines.

THE SMOKY HILL ROUTE—The name of the last locomotive placed upon the Omaha P. R. R. is "Colorado." It is a pretty name, but a hollow compliment when it is known that the animal will never cross to the south side of the Platte river. But we don't care much since the Pennsylvania railroad men have gone to work on the Smoky Hill. That is our road. The St. Joe & Denver and the Atchison & Pike's Peak roads will put into that instead of into the other. The Leavenworth is already in. The Kansas and Galveston will also feed it. We shall have by far the strongest road. And we shall get it quicker by way of the Smoky Hill than we could have done by the Platte. So run your road through 1,200 miles of comparative desert if you want to, we don't care.

MR. NEWLIN came in last evening, having been quite successful. A year ago last winter he and Lechner sold 200 feet on a good lode in the Park to some Philadelphians who raised ten thousand dollars and sent them out to work the property. This was spent last summer with little show. In the fall, the boys went to Philadelphia again and told the company—The South Park Mining and Exploring—that they must purchase 2,000 feet more and raise \$250,000 for a working capital. By dint of hard talking they accomplished it; \$108,000 had been paid in when Newlin left, and the balance is to be in four and eight months. The 2,000 feet purchased is on the De Mary lode, which bears a good reputation.

GOLD—The amount sent off by last express was 875 ounces. Last week's statement was unwittingly increased by 500 ounces of Ban-nack gold being counted in.

Dutchess & Columbia Counties Railroad of New York.

A new railroad company, under the above title, has just been organized in New York, under the Presidency of George H. Brown, Esq., of Washington Hollow, Dutchess county, to build a line from Bain's Station or North Copake on the line of the New York and Harlem Railroad, 45 miles south of Albany and 115 miles north of New York City, southwardly via Taghkauc, Copake, Ancram, Pine Plains, Washington Hollow and Hopewell, to Fishkill on the Hudson River Railroad, 60 miles above New York. It is in contemplation, also, to build a branch $7\frac{1}{2}$ miles in length from Pine Plains to the railroad of the Columbia County Iron Mining Company, which extends eastwardly $4\frac{1}{2}$ miles, and connects with the New York and Harlem Railroad at Boston Corners.

Oliver W. Barnes, of this city, formerly of the Engineer Department of the Pennsylvania Railroad during its location and construction, subsequently President and Chief Engineer of the Pittsburgh and Connellsville Railroad, has been selected as Chief Engineer. Chief Engineer Barnes has a corps in the field now making a location of the line. It will be about 65 miles in length, passing through one of the richest and most populous agricultural regions of the State; there are fine streams flowing in the direction of the route, affording numerous water powers, about one third of which are improved and applied to manufacture of paper, flour, iron, etc. The upper portion of the road will pass near to vast deposits of hematite iron ore of quality similar to the Salisbury of Connecticut. It is proposed to bring Pennsylvania anthracite coal, which reaches the Hudson at Newburg opposite Fishkill, to these ore banks, and also to take ore from the mines to the Hudson river, to be thence transported to Poughkeepsie and to furnaces at other points on the river. This business, with the usual miscellaneous freight and passenger traffic which such a railroad is sure to develop, will doubtless afford profits sufficient, under judicious management, to insure a return of dividends to the stockholders.

The Boston, Hartford and Erie Railroad Company propose to construct that portion of the line extending from Hopewell to Fishkill; in the event of their doing so the Dutchess and Columbia Counties Railroad Company will connect with their line at Hopewell, and thus shorten the part to be constructed by the latter company to 54 miles.—*Mining Register*

Southern Pacific Railroad in Congress.

The Louisville *Journal* of July 6th, says: "It will gratify the friends of the Southern Pacific Railroad of Texas to know that its present managers, while pushing forward the work on the ground by laying track with great rapidity, are taking proper steps to have their claims to Government aid laid before Congress. They have had an agent in Washington, whose memorial in their behalf has been laid before Congress, and referred appropriately to the Pacific Railroad Committee, prominent members of which promised it their favor and support.

"Mr. Guthrie introduced the memorial in the United States Senate, and his remarks on the occasion are given as follows in the *Globe*:

"Mr. Guthrie. I present the memorial of the President and Board of Directors of the

Southern Pacific Railroad Company, a corporation chartered several years ago by the State of Texas for the purpose of building a railroad from the eastern line of that State to the Pacific coast, to run as nearly as practicable along the thirty-second parallel of latitude. They represent that Texas, with a high appreciation of the importance and national character of the work, endowed them with a munificent land grant, and guaranteed a loan in money to the amount of 6,000 per mile for every mile to be built in that State, a distance of eight hundred miles. Citizens of more than twenty States are subscribers to its stock, thus attesting the national character and importance of the company. The executive and legislative departments of the Government have examined and admitted the merits of this route, both Houses of Congress having formerly passed a bill largely endowing them with grants of land and money, but owing to a disagreement between the two Houses on some immaterial point of detail, delayed the consummation of the measure into a law, and the rebellion intervening destroyed for the time the hopes of the enterprise. They now pray that Congress may revive and re-enact the measures so carefully matured by the Thirty-sixth Congress in aid of the Southern Pacific Railroad; with only such modifications as the changed condition of the country may require.

"I move that this memorial be referred to the Committee on the Pacific Railroad."

The motion was agreed to.

The Locomotive Engineers of this country, having perfected an organization which embraces four thousand members, have issued a responsibly signed address to railroad managers, wherein they make this proffer:

"To assure you that we wish to obtain only that which any fair-minded man will say is right, we are willing to agree to submit any point of difference that may arise on any subjects, such as wages, or other serious questions, or all matters that in the least endangers the stopping of the road, to arbitration. Let the Company choose a number (to be agreed upon) of trustworthy officials from other roads—the Engineers to do the same. If they cannot agree then, to have power to choose some disinterested outside party, and in this way settle all disputes. In doing this, you forever prevent the possibility of a strike, and this ought to be an inducement sufficient to warrant you in making the experiment. The public must approve of an arrangement of this kind, that will effectually prevent an interruption to their business. Every principle of right urges you to try and forever prevent that needless destroyer of property—a strike.

"You may ask, what assurance can you give that this agreement will be observed on your part? We answer, that we will sign a contract with four thousand names, comprising nearly all the best Locomotive Engineers in this country, and as indorsers we think we could get a majority of the Master Mechanics throughout the country, with a large number of Superintendents, and we hope some of the Presidents. This we are willing to do."

It seems to us that this is a reasonable proposition, and that it should be accepted. We speak not for the Railroads, nor the Engineers, but in behalf of the general public, which suffers by strikes and contentions between employer and employed. We urge the railroad managers to take up, at an early day, the above proposition, and either adopt it or show cause for declining. We trust they will find it acceptable.—*Tribune*.

FROM THE CATAWISSA TO THE ATLANTIC AND GREAT WESTERN RAILROAD.—The letter published in the *Register* last week, then made known to the public that, the engineering difficulties encountered on the route projected from the Atlantic and Great Western Railway at West Greenville, in Mercer county, via Clearfield and Bellefonte to Milton, through a country much of it undeveloped, though abounding in natural resources, are so serious and so many as to turn the balance unequivocally in favor of the alternative route via Bennett's Branch and the West Branch of the Susquehanna river—a first-class route all the way.

The point established by these surveys is, that the territory between the West Branch and the Juniata rivers, including the territory north and south of the latitude of Clearfield, from the Allegheny mountain to the Allegheny river, will have to be opened, not by a trunk line via Clearfield and Bellefonte, but by roads tributary to trunk lines in the West Branch and Juniata river valleys.

From the mouth of Bennett's Branch to Milton, along the West Branch the distance is 107 miles. From Milton's via Bennett's Branch the distance is "something over 270 miles."

Two parallel roads (one in most successful operation and the other much advanced in construction) occupy parallel routes on both shores of the Lehigh river for a distance of seventy miles, from Easton to White Haven, whence they continue both across the mountains to Wilkesbarre; the Susquehanna river for some distance above and below Harrisburg has a railroad on either bank; the Hudson river, too, which is skirted by an iron line on both sides for thirty miles from Albany south, will soon have iron lines on either bank all the way to its mouth, a distance of 145 miles. The waters of the Delaware are margined with iron tracks, on one side from Milford to Morrisville, on the other side from Cape May to Trenton, the length of iron line on either shore exceeding one hundred miles.—*Mining Register*.

ALBANY AND SUSQUEHANNA RAILROAD.—The Schoharie (N. Y.) *Republican* says, "Owing to the veto of the Governor, the Susquehanna Railroad will not be extended beyond Nineveh this fall. Nineveh is twenty miles beyond Unadilla. At Nineveh the Susquehanna road intersects a road which crosses the Erie Railroad, and terminates at the coal mines belonging to the Delaware and Hudson Canal Company."

The following shows the specie movements at New York in June, and since January 1, 1866.

Imports from foreign ports.....	\$ 94,549
Received from California.....	1,864,547
Total receipts.....	\$1,959,323
Exports to foreign ports in June.....	15,890,356
Loss in June.....	\$13,931,733
Imports since January 1.....	1,110,186
Receipts from California since January 1.....	16,483,000
Receipts since January 1.....	\$17,593,186
Exports since January 1.....	45,782,430
Loss since January 1, 1866.....	\$28,189,245

The Connecticut House of Representatives has rejected the bill authorizing the bridging of the Connecticut River at Lyne, by the Short Line Railroad.

MONETARY AND COMMERCIAL.

The news from Europe during the week past has been full of interest and excitement. The contending forces of the great European powers have met in a series of conflicts, and although there does not appear to have been any general engagement in which their immense armies of hundreds of thousands were engaged, yet the sacrifice of life on the part of the Austrians appears to have been very large, producing discontent and alarm, that would evidently result in a general panic and endanger the existence of the empire. The Austrians fought as bravely as the Prussians, and did not hesitate to face almost inevitable death, and were undoubtedly as well officered; but the superiority of the arms of the Prussians invariably turned the fortune of battle in their favor; and, indeed, the Prussians when in equal numbers were on account of their arms equal to five times as many Austrians. In the south, however, it seems that the Italians have been as generally unfortunate as the Austrians have been in the north. The result is an acknowledgment of Austria that she is whipped, and an appeal for the interference of Napoleon, the great stakeholder, who in the *melee* has played the part of "heads, I win; tails, you lose." It was at first stated that this was not satisfactory to the victorious belligerents, but the latest news is that they have acquiesced in the armistice. One important lesson is taught by this short conflict, and that is, that a non-progressive nation cannot cope with their neighbors who employ all that science and art have developed, or in other words, the *intellectual* will overpower the *physical* man. The old style of muskets must be laid away and melted over, and made into self capped, breech loading weapons, that admit of rapidity of motion, as well as unerring certainty of execution.

The general effect on securities was an advance in both London and New York, although a slight reaction took place in New York on the disruption of the Washington Cabinet. The quotations for Governments are:

	Buying.	Selling.
5-20s, old.....	106 $\frac{1}{4}$	106 $\frac{3}{4}$
5-20s, new.....	105	105 $\frac{1}{2}$
10-40s.....	98 $\frac{1}{2}$	99
7-30s, August.....	103 $\frac{1}{2}$	103 $\frac{3}{4}$ @103 $\frac{1}{2}$
7-30s, June.....	103 $\frac{1}{2}$	103 $\frac{3}{4}$ @103 $\frac{1}{2}$
7-30s, July.....	103 $\frac{1}{2}$	103 $\frac{3}{4}$ @103 $\frac{1}{2}$

The market for discounts presents no new feature; the supply of unemployed capital being limited, and the opportunities for profitable and safe investments numerous, renders the market at this point close and rates high; the opposite appears to be the case in New York, although the fluctuations at that point are greater. Exchange is in good supply, although not so abundant as for some time past; rates are firm, but without change.

	Buying.	Selling.
New York.....	1-10@50 dis.	par
Philadelphia.....	1-11@50 dis.	par
Boston.....	1-10@50 dis.	par
Gold.....	129 $\frac{1}{2}$	130
Silver.....	132@140	141@142

The coupons of the bonds of the Union Pacific Railway, Eastern Division, due on the 1st of August, will be paid in gold at the office of Jay Cooke & Co., New York, or at the Lafayette Bank of this city.

"The Safe Deposit Company" of Cincinnati, have begun to receive deposits. The following is their scale of charges: on Government and all coupon securities, or those transferable by delivery, \$1 25 per \$1,000 for one year; Government and all other securities negotiable only by indorsement, 60 cents per \$1,000 for one year; gold coin, \$1 25 per \$1,000; silver coin, \$2 00 per \$1,000.

The following shows the fluctuations of the New York gold market during the week:

	Opening.	Highest.	Lowest.	Closing.
July 12.....	140 $\frac{3}{8}$	151 $\frac{1}{8}$	140 $\frac{3}{8}$	151 $\frac{1}{8}$
" 13.....	153 $\frac{1}{8}$	153 $\frac{1}{8}$	152 $\frac{1}{8}$	152 $\frac{1}{8}$
" 14.....	152 $\frac{1}{8}$	152 $\frac{1}{8}$	152 $\frac{1}{8}$	151 $\frac{1}{2}$
" 16.....	149 $\frac{1}{8}$	149 $\frac{1}{8}$	148 $\frac{1}{8}$	148 $\frac{1}{8}$
" 17.....	148 $\frac{1}{8}$	151 $\frac{1}{8}$	149 $\frac{1}{8}$	150 $\frac{1}{8}$
" 18.....	149 $\frac{1}{8}$	150 $\frac{1}{8}$	149 $\frac{1}{8}$	149 $\frac{1}{8}$

In reference to the condition of the New York money and share market, the *Tribune* of Tuesday says:

Money is easy at 5@6 per cent. to stock houses, who are offered more than they can use at the rates. A good deal of money is also offered under 5 per cent. In commercial paper no material change. Prime short bills are not abundant, and can be used at the rate of call loans. Good bills sell at 6@6 $\frac{1}{2}$ per cent.

The share market retains the upward tendency noticed on Saturday, and a further advance has been paid on most descriptions. Erie is the least buoyant on the list and is not a favorite with operators for an advance. The movement in Northwestern shares continues, and as the price advances the stock is less easy to borrow and less free in delivery. The friends of the road estimate its earnings during the autumn as high as \$1,000,000 per month. The Western roads are all in demand, and more disposition shown to operate for an advance. After the call the extreme rise of the morning was not sustained in the face of sales to realize profits. The closing rates were as follows: Erie, 71 $\frac{1}{2}$; Michigan Southern, 82 $\frac{1}{2}$; Cleveland & Pittsburgh, 85; Rock Island, 96 $\frac{1}{2}$; Northwestern, 36.

Oxford Female College.

The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

For Circulars, please address the President,

REV. ROBERT D. MORRIS,
Oxford, Ohio.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON,

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.**THE CORK CAR SPRING COMPANY**

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 " " " 11 1/2 " " 35 " "				
3, 8 " " " 11 " " 35 " "				
4, 8 " " " 9 " " 35 " "				
5, 7 1/2 " " " 6 1/2 " " 30 " "				
6, 10 " " " 8 " " 40 " "				
7, 7 1/2 " " " 8 " " 35 " "				

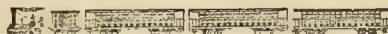
PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS.

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always**Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 12 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

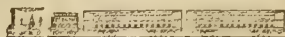
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:41 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:19 "
GALLIUM.....	4:55 "	5:25 "
MANSFIELD.....	5:15 "	6:30 "
AKRON.....	6:32 "	9:00 "
RAVENA.....	9:25 "	0:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:15 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIVIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a tri-
o-er the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

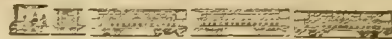
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and Southwest.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted), via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night.

9:00 a. m.—MORNING EXPRESS for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at 7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:51 a. m.; Allentown at 12:2 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:41 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

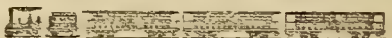
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passes Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

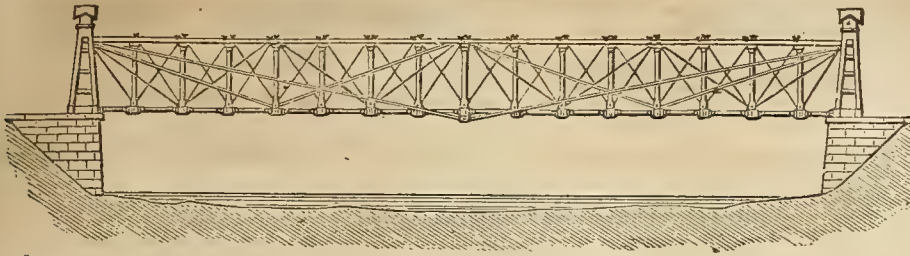
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Asst. Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11

Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at... 9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati... 6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintenden

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALER
—IN—
Railroad, Car and Machine Shop
SUPPLIES,
—AND—
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,
Chilled Railroad Car Wheel, Tyre,

—AND—
Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore of the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
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Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

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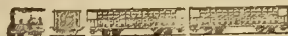
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CHICAGO, GREAT WESTERN AND
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SHORTEST ROUTE BY THIRTY MILES

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SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

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Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

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JOHN A. WRIGHT, Sup't.

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COAL OR WOOD BURNING LOCOMOTIVE ENGINES

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Railroad Machinery, Tires, etc.

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4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M. and 11.05 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON, }

CINCINNATI:
THURSDAY, JULY 26, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:40 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:20 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:10 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:40 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:10 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:40 P. M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:40 A. M.	4:30 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

The Cincinnati and Norfolk Railroad.

We return to this subject again because of its great importance, and the little knowledge which seems to be had on the subject hereabouts. It is rather a singular thing that a city like Cincinnati is about to have a great trunk line road made to it, from one of the best seaports in the United States, without scarcely knowing when, or why it happens, and without contributing a dollar towards it! To understand the case properly and its probable effect in regard to Cincinnati and to other railroads, we will add to what we have said, some other facts, and take a general view of the whole subject.

But then, if we lay a rule on the map from Cincinnati to Norfolk we shall find but the straight line distance compared with others, as follows:

Norfolk.....	500 miles.
Charleston.....	540 "
New York.....	700 "

Now, however much the curvatures of railroads may vary from the straight line, it is plain that the final approximation to a straight line will prove nearly the same ratios. It is evident, therefore, that Norfolk is the nearest ocean-port to Cincinnati; and this fact is the more important, that Norfolk is a better harbor than either that of New York or Charleston. Norfolk harbor is safe, and easily accessible. It is eight miles from Hampton Roads, in which the navies of the world may ride.

Referring to the straight line on the map, we find it runs nearly through Petersburg, Covington, and Charleston, on the Kanawha. Now these points are all on the completed, or proposed railroad; so that, in fact, the railroad from Norfolk to the Ohio River, will be as straight as any of our trunk lines have yet been made.

At Petersburg the Norfolk, or South-side, railroad connects with the Virginia Central, so that, really, there is a complete railroad from Norfolk to Covington—but it will be observed on the map. By this route will be rather circuitous; so it is proposed to run the road from Norfolk to Lynchburg, which is very direct, and have a short cut to the Covington Road. The Covington Road is, we have already stated, now commenced, and the funds provided for under the Virginia charter, before the war commenced. It has been taken charge of by a company of New York capitalists, with the intention of completing it immediately. There is little doubt this will be done and the road made north of Kanawha. In the meantime the Marietta Company, and the places on the Ohio interested in the matter, are taking measures to make the connecting link between Cincinnati and the mouth of the Kanawha. The point on the Marietta selected for the junction is Kamden, Vinton county. Hence, a direct railroad will be made to Gallipolis, and from

Gallipolis to Pomeroy. The distance from Kamden to the mouth of the Kanawha by rail will be forty miles; to Gallipolis, on one side four miles, and to Pomeroy on the other, 16 miles.

We have given the whole distance in a former number, but more accurately the whole route will be:

Marietta Road to Kanawha.....	169 miles.
Mouth of Kanawha to Covington.....	150 "
Covington to Petersburg & Lynchburg.....	175 "
Petersburg to Norfolk.....	100 "

594

The aggregate is near what we made it before. The entire line will be put in operation on a length under 600 miles; while the route to Charleston will be at least 650 miles, and that to New York 750, where all the shortenings that are possible are made. The route to Norfolk will be very direct, and will have a great and important effect on the interests of Cincinnati. Among the most obvious results will be these: 1. An increased local trade in Ohio by the Pomeroy and Gallipolis branches, which, with the main Marietta line, will traverse the most valuable coal and iron region in the west. 2. The same remarks may be extended to the trade of the Kanawha Valley. The navigation up the Kanawha River is very uncertain, that all attempts to make the immense coal deposits, as well as vast supplies of lumber in the Kanawha Valley profitable have proved unavailing; but a railroad down to Kanawha would bring these valuable products to the Ohio River, where there is permanent navigation. There are varieties of coal on the Kanawha not found elsewhere, and which, if they could be supplied uniformly to the Cincinnati market, would be of great value to its manufacturers. 3. Proceeding farther, we find the road crossing into the great valley of Virginia at Covington, and would there be connected with a great producing region, which has heretofore been entirely shut out from Cincinnati. 4. Again arriving at Lynchburg, we find ourselves in the midst of one of the largest tobacco regions in the United States, and which at one time traded largely with this city, but which the difficult and roundabout way to reach it has almost cut off from communication with the valley of the Ohio. The distance by the Covington Railroad will not be more than 370 miles, and will bring Cincinnati into the very heart of the South Atlantic, so that the products of the west, and especially the manufactures of Cincinnati, can be distributed to the best possible advantage through a country in which the eastern cities cannot compete with Cincinnati. 5. And lastly we come to the noble ocean-port, Norfolk. Norfolk is not a great city, because even the noblest port on the continent cannot make a great city against the two great facts of slavery and want of communication with the central west. But slavery is done away, and we have shown that

the communications with the west are to be immediately made. Notwithstanding the slowness with which Norfolk has progressed, we expect to see it rise rapidly, now that the weights upon it are removed, and then impetus will be given it in its new communications. If the Covington Road is finished soon, there ought to be, and there will be, a line of ocean steamers direct from Norfolk to Liverpool.

Such is a general view of the advantages we may expect to derive from a direct communication by rail with Norfolk. Let us now look at the railroad communications in Virginia.

1. The connection with Richmond will be found by the Virginia Central thus:

Cincinnati to Covington, as above.....	319 miles.
Covington to Richmond, via Central Road.....	205 "
Total.....	524 "

2. The route to Danville on the Roanoke, via Wilmington, North Carolina, will be made thus:

Lynchburg to Bakersville.....	60 miles.
Bakersville to Danville.....	89 "
Lynchburg to Danville.....	149 "
Cincinnati to Lynchburg.....	369 "
Cincinnati to Danville on the Roanoke.....	508 "
Cincinnati to Lynchburg.....	369 "
Lynchburg to Greensburg.....	192 "
Greensburg to Wilmington.....	240 "
Total to Wilmington.....	801 "

The last route from Danville to Wilmington is circuitous, but at last the whole railroad distance from here to Wilmington, North Carolina, is only equal to the present running distance from Cincinnati to New York. By the above tables we show, without any further comment, what an immense gain to Cincinnati will be the direct road to Norfolk. Fortunately, there is very little doubt about the speedy completion of the work.

Outlets for the Union Pacific Railroad.

The great tendency of the Railroad interests of the country is to centralization of power, or the formation of long and consolidated interests. This is a process not confined to the east, but one that has in some instances been successfully practiced in the west. Among the most powerful combinations of the country is the Chicago & Northwestern. This corporation has been continually absorbing the roads of less powerful or unfortunate corporations, until it has become a controlling power in the commerce of the Northwest. The last proposed addition, is the extension of their road from Cedar Rapids to Council Bluffs, to meet and connect with the great Union Pacific Railroad at Omaha. Of the proposed extension, the *Western Railroad Gazette* says:

"The officers of the Cedar Rapids & Missouri Railroad—an extension of the Northwestern westward—visited Council Bluffs recently for the purpose of perfecting arrangements to extend the line of this road to that point. They submitted the following propositions to the business men of that city:

"To run their line of road to Council Bluffs, and complete it by the 1st of January, 1867, if these three conditions on the part of the citizens of Council Bluffs were complied with:

"1. To donate to the road 80 acres of land within two miles of the city.

"2. To pay them \$80,000, half in cash and half in city lots at present prices, and—

"3. To furnish them the right of way from Council Bluffs to the Harrison county line.

"These propositions to be complied with within ten days or not at all.

"Subsequently, a large and enthusiastic meeting assembled to consider these propositions with the following result: Mr. Yurley a wealthy and enterprising citizen donated the 80 acres to the company, and in one hour's time the \$80,000 were subscribed, with a sufficient outside amount to procure the right of way to the Harrison county line. And thus it is settled and fixed to a certainty the terminus at Council Bluffs of the Chicago & Northwestern Railroad.

"A Council Bluffs correspondent complacently writes:

"The future of our border city is bright. With one continuous line of railroad to Chicago on the east, a distance of over 500 miles, our Council Bluffs and St. Joseph Railroad on the south, the Union Pacific on the west, with a fair prospect of two or more roads leading from the Mississippi here, we have every reason to exult, not only over our being the great commercial centre of western Iowa, but also of being the greatest railroad centre in Iowa."

They will not, however, have the entire field to themselves. There are other competitors who are making equally strenuous efforts to secure this valuable trade. One is the "*Great American Central*," to which we referred two weeks ago, that has been laid out with a chalk line on the map, half was across the continent, and which the *American Railroad Journal* says:

"And yet without the addition of the trunk line and straight outlet of the American Central, the Union Pacific would be scarcely worthy of the public favor."

There is another route, however, that appears in a fair way to become a competitor for the favors and courtesies of the trade beyond Omaha. It is the Chicago, Rock Island and Pacific, which has recently bought the property of the Mississippi & Missouri Railroad, "sold," says the *Gazette*, "in response to a decree of the Supreme Court of the United States, the extensive property belonging to the M. & M. R. R. Company, including railroads, lands, rolling stock, fixtures, etc., was sold at the Court House in this city to-day, by Thomas F. Withrow, Master in Chancery.

"The origin of this sale was inability to pay certain debts, into which the Company had ventured to the extent of \$7,500,000.

"At eleven o'clock Mr. Withrow opened the sale in the presence of a large and attentive audience. The first property offered was that

part of the road lying between Davenport and Iowa City, and Wilton Junction and Muscatine, together with all the rolling stock, shops, and lands belonging to the road. E. Cook bid \$800,000, John Elliott bid \$900,000. Cook went up to \$1,600,000 and took the property for the Chicago, Rock Island & Pacific Railroad Company.

"The Oskaloosa division west of Muscatine was next offered, and struck off to the same party for \$300,000. Next was offered the M. & M.'s interest in 400,000 acres of land, including their land grant from the U. S., and that was sacrificed for \$200,000. Next and last was offered the western division, from Iowa City to Council Bluffs, which was purchased as before for \$600,000; making a total of \$2,100,000, and for that the road was sold.

"It has fallen into good hands. The people may rest assured that the day of inactivity is over on this line of road, but immediately the dirt will commence flying in good earnest along the Western Division. The money has been raised to do the work, and the iron is already provided for, and in a short time the westward progress of the M. & M. will be rapid.—*Davenport Gazette*, 9th."

We learn from the same source to which the above is credited, that the Chicago and Rock Island and Pacific Railroad managers, are already in the field with their engineers, and will soon have the line from Kellogg to Des Moines located.

We are really gratified thus to be able to assure our New York cotemporary that the large investments that they have been so instrumental in inducing the Government to make in the construction of the great *Union Pacific Railroad* will not be allowed to run to waste, and that although they "have gone so far as to recommend the employment of a large body of the army upon the work as soon as the war was over, and have on all occasions urged the liberal support of the Government to this work whenever needed, yet, even if the "American Central" should not be built, that their labors have not been entirely in vain, as these two powerful substitutes for the "American Central", although they may not be able "after paying all expenses, net a large annual dividend, certainly not less than 20 per cent.; while if the business of the Union Pacific proves anything like the estimates, we may safely double this amount and expect a dividend of 40 per cent.," they will, however, save the investment from ruin and bankruptcy.

P., FT. WAYNE AND CHICAGO R.R.—Mr. Thomas D. Messler, formerly Controller of the Pittsburgh, Fort Wayne and Chicago Company, has been appointed by the Board of Directors Assistant to the President, and has entered upon the duties of his office. All officers, agents and employes of this Company, and officers of companies having business relations with this Company, and individuals can confer or correspond with him on all matters pertaining to the duties of President, and his official letters and instructions will be recognized as of like authority as coming from the President.

Journal of Railroad Law.

SUPERIOR COURT.

O. & M. vs. THE I. & C. R. R.—The Ohio & Mississippi Railroad Company vs. The Indianapolis & Cincinnati Railroad Company. The opinion of the Court, in General Term, was announced in this case on Saturday by Judge Storer.

A preliminary question is raised, which directly involves the right of the plaintiffs to maintain this action. It is admitted by the pleadings, that certain proceedings have been had in the Circuit Court of the United States for the Southern District of Ohio, wherein the creditors of the plaintiffs filed their bill in equity, and a Receiver was appointed to take possession of all the property of the plaintiff, subject to the order of the Court; that possession was accordingly taken, and is now held by the Receiver under his appointment. It is alleged "that this action is not prosecuted by the Receiver, nor by order of the Court, or any of the Judges thereof."

We suppose, as it is usually averred in the replication, that the order of the Court was in fact made, authorizing this action to be brought, we need only consider the point in whose names it should be prosecuted. As the objection, if properly taken, may be readily obviated by the proper amendment under our code of practice, it is in reality but a very formal one; but we are satisfied the plaintiffs were the proper parties to institute this litigation, and in no aspect in which the case appears to us need the Receiver to have been joined as a party defendant. If there should be a recovery by the plaintiffs it will be by their corporate name, and the Receiver, upon proper application to this Court, would be allowed to control the process and collect the amount due, to carry out more fully the purposes of his appointment. But we can find no case in practice where a Receiver, not especially authorized to do so by statute, has ever been permitted to bring an action in his own name, either to recover possession of property, or to reduce a chose in action to judgment.

Before such an officer can bring or even defend an ejectment, he must have obtained the leave of Court to do so, for he was but their servant, subject to their control, and deriving all his power from the tribunals who appointed him. 2 Maddox Chy. 243; Jeremy's Eq. 252; 2 Story Eq. Juris., section 833.

Hence, when it became necessary for the receiver to sue, the name of the original party in interest was always used. 1 J. C. Rep. 61, Green vs. Winter; 8 Page 388, Parker vs. Browning.

Chief Justice Sharkey, in 10 Smeds & Marshall 580, Freeman vs. Winchester, says:

"No case can be found in which a receiver has been permitted to sue, except at law, in an action of ejectment, on leave first granted for that purpose. He is but an officer of the Court appointed to hold a fund pending litigation or infancy. If he can sue at all it must be in the name of the party having the legal right; the authority to sue does not convert that which was before purely legal into an equitable right."

The result is the order appointing the receiver does not change the character of the parties to the contract; it gives merely the power to protect the interests of all parties in the property or fund in controversy.

We are satisfied, therefore, the plaintiffs are the proper parties to prosecute the suit before us.

There is, in reality, but one question we are asked to decide—Could the parties, plaintiffs or defendants, in virtue of their several corporate powers, bind each other by the contract made by their agents on the 2nd day of October, 1856?

The plaintiffs were incorporated by the Legislature of Indiana to construct a railroad from Vincennes to Lawrenceburg, in that State; and afterward, by a statute of this State, the corporate body created by the State of Indiana was authorized to lay out and construct a railroad from Lawrenceburg to Cincinnati, with the same powers conferred on railroad companies by the laws of Ohio, and by an amendment act the plaintiffs were recognized as a corporation then existing.

Whether the legislative action of Ohio created *de facto* a new corporation or not, or whether, under the power thus conferred, a corporation has ever been organized, is not a question now to be considered. We may assume, however, that permission was thereby granted to the plaintiffs to extend their road to Cincinnati upon the same conditions, and with the same restrictions pertaining to other corporations, of a similar kind, then in existence within this State; and for all practical purposes, the plaintiffs, who claim its benefits, must be regarded as another corporation, distinct from, and independent of the body incorporated by the State of Indiana.

We are met, then, at the threshold of the case, with the question: Had the plaintiffs, at the time the contract of October 2, 1856, was entered into, any corporate power to lease their road, in whole or in part, to a foreign corporation?

It is very certain the defendants had no authority, as an Indiana corporation, to operate their road from Lawrenceburg to Cincinnati. They could not have appropriated the right of way, for they possessed no franchise that would impart any right of eminent domain. If, then, they could not directly claim the privileges of an Ohio corporation, the same being opposed to the sovereignty of the State, can it be said they could effect the same object by the transfer to them of a portion of the plaintiff's road, which must necessarily attach to it, if permitted at all, the protection of their franchise also?

The plaintiffs were authorized to construct a railway to be used solely by them, for their own purposes, subject to the supervision of the State by subsequent legislation, and for all omissions of corporate duty or commissions of wrong to the writ of *quo warranto*, and such other process as the Court might deem proper to control corporate action. Hence it must follow the immunity conferred was exclusively for their benefit; it could not be imparted to others, for the necessary result would be, if one foreign corporation might purchase the right to use the railway, the same privilege may be granted to as many more as the road could accommodate, the lessees in the meanwhile not being responsible to the State or amenable to its process. If such arrangement were made, there would be no mutuality between the parties, as the foreign corporation could not be held to comply with its conditions, nor yet compel the plaintiffs to perform them on their part; for it must be granted the foreign corporation is confined to corporate powers granted by the State which creates it; and can claim nothing more. 13 Peters, 589, Bank of Augusta vs. Earle; 1 Black 29, O. & M. R. R. vs. Wheeler.

The law applicable to this class of corporations is very clearly stated by Mr. Hodges, in work on railways, page 63: "The great prin-

ciple which governs all those cases is this, that a railway company is a corporation established for a particular purpose, and the directors have no power to bind the corporation by entering into contracts for purposes foreign to those for which the corporation was established; such contracts are *ultra vires* and illegal."

By the statute 8 and 9 Vict., ch. 20, § 87, special permission is given to one company to contract with another company for the right of passage over their track; and if, without legislative authority, an agreement is made transferring the power of one company to the other, equity will not lend its aid to carry it into effect. 9 Haire, 306, Great Northern Railway Company vs. E. C. R. W. Co.

So in Winch, vs. the B. L. & C. I. R. R., 13 E. L. and Eq., 516, several companies had agreed to run over the track of the Birkenhead road until an act of Parliament could be obtained authorizing a lease. It was held the contract was not within the power of the companies to make. The same point had been before decided in 7 E. L. and Eq. 506, East Anglia Railway vs. Eastern Company's Railway.

Redfield on R. R., ch. 24, sec. 1, page 418; Pierce on R. R., 395, 397.

We do not find the Courts in the United States have varied the rule, as in every case we have examined, legislative leave had been given to the lease before it was made.

17. Barber, 601, 602; 6 Cushing, 384; Redfield on R. R., 418.

What then is the legal effect of the contract between the parties? Is it to secure to the defendants the use of the plaintiff's roadway for thirty years, on certain conditions, which are the equivalent for what otherwise would be denominated an annual rental. First—The defendants are permitted to lay down, at their own expense, upon the plaintiff's structure, an additional rail, to remain there subject to all appropriate repairs by the defendants, to be used by them for the entire term. Second—The cars of the defendants are to be run over the road, and it is admitted have been drawn by the defendant's locomotives, under charge of their conductors, and with certain deductions at their expense, the right to do so being co-extensive with the term already stated.

The plaintiffs had merely engaged to be carriers of all the freight and passengers brought by the defendants to Lawrenceburg, and from thence to Cincinnati, and receive therefor a fair equivalent, there would be no difficulty in giving such a construction to the agreement as would create a personal obligation only between the parties; but, in order to give it this effect, and secure to the defendants its full benefit, they must not only enjoy, but be protected in the enjoyment, of what is in reality the easement growing out of and dependent upon, the occupation of the plaintiff's railway, for the entire period of the contract, uncontrolled by the plaintiffs so long as the conditions the defendants were bound to perform are properly fulfilled.

If the plaintiffs are not bound to permit the defendants to use their road, the defendants cannot be required to perform their part of the agreement; and if they do, the right to occupy is connected directly with the realty, and is in effect a lease of the railway.

But the privilege intended to be imparted does not stop with the use of the railway and its various attachments, for the period referred to, but it secures to the defendants the right to occupy sufficient ground on the premises of the plaintiffs in Cincinnati, upon which

the defendants are to erect a freight depot, with the additional use of another portion, where the defendants can place their lumber, besides the occupation in common with the plaintiffs of their general passenger depot, and all these are to continue during the existence of the agreement.

In 9 Haire, 312, it was held by Vice Chancellor Turner that an agreement by one railroad to give to another the power to run over its road for a time, dependent upon certain conditions, although it was declared should not operate as a lease, or an agreement for a lease, "it was nevertheless, in substance, either the one or the other."

So in *Winch vs. the Birkenhead, Lancaster & C. Junction Railway Company* (5 De Gex and Smilo, 562), it was said by Vice Chancellor Parker that an agreement, similar in its terms, was in the nature of a lease; and the same point was determined in *Clay vs. Rexford* (ib. 769), and again in *Borran vs. Rexford* (1 Simon N. S., 550), by Lord Branthwaite.

Chancellor Wallworth, in 2 Barbour Chancery Reports, 222, *Pitkin vs. The Long Island Railroad Company*, held that an agreement made by a railroad company with the owner of land adjoining the railroad, "to establish and maintain a permanent turnout track and stopping place at a particular point in the neighborhood of his property, and to stop there with the freight trains and passenger cars of the company," was, in substance, the grant of an easement or servitude, and required the proper instrument to be executed to take the agreement without the statute of frauds. This case was afterward fully approved and the principle sustained in *Day vs. New York Central Railroad Company*, 31 Bar, 554.

We are satisfied, therefore, from a careful examination of the contract between these parties, that it was an agreement for a lease to continue for thirty years; that the privilege granted was, in law, an easement for the whole period, and not a mere license to enter upon and use the plaintiff's road, determinable at their option. That no power was given by the State of Ohio to the plaintiffs to lease their road, or transfer, in whole or in part, their franchise; and it necessarily follows that no right was conferred upon the defendants, the agreement claimed to have imparted it being simply void.

We are equally satisfied that the defendant had no authority to enter into this agreement; none can fairly be inferred from the various statutes of Indiana conferring corporate power, and none ought to be implied, except upon very clear expressions of legislative intention. Although there are cases when Directors of such a company as this may have imperfectly performed their duties in relation to a subject within their corporate ability, yet, if the stockholders have been benefitted, and moreover permitted the act to pass without objection, they will not, and ought not to, be allowed to question the mode in which the act was done. If the charter, for instance, required the corporate seal to be attached to an agreement, and yet a contract by parol has been executed, the matter of which was clearly within the corporate power, the rule adopted in 7 Cranch, 297, *Bank of Columbia vs. Patterson*, may well apply. It is then but simple justice, and no legal principle is really violated.

But where a body of individuals is vested by law with power only to engage in a special business, any attempt on the part of such corporation to change the object of their associ-

ation, or undertake new and distinct pursuits from those described in their organic law; such assumptions are *ipso facto* illegal, and whenever brought to the notice of the Courts, by third persons, or the parties themselves to the contract, will not be sustained. In such cases there is no estoppel, for there is no legal competency in the contracting parties; and the affirmation, or disaffirmance, of their acts, by matter *in pais*, or by corporate resolutions, can give no validity to that which never legally existed. If a corporation could be estopped from setting up its want of authority to enter into contracts made by its agents, its power might be indefinitely enlarged, and what it was not permitted to do by its charter, would become obligatory by its acquiescence. In other words, the effect of such a rule would be to authorize corporate officers to supply all deficiencies in power already granted, with the ability to add new powers as the occasion might require, and thus save the necessity of asking legislative aid to amend or modify their charter.

The principle we have thus indicated is so well established, that to sustain it would seem to require no quotation of authorities. It results from the very nature of the relation corporate bodies sustain to the power that creates them, and is nothing more than the same rule we are bound to apply to individuals. When their contracts are against law, or public policy or good morals, they cannot be sustained on the ground of estoppel, admission or acquiescence; but whenever such compacts are sought to be enforced, if it is manifest by the pleadings, or in the evidence, that such or similar infirmities exist, there is but one course for us to pursue, "*in pari delicto melior est conditio defendentes*."

19 Beavan 1, *Colman vs. Eastern Counties Railway Company*; 15 Eng. L. & E., 180, *Macgregor vs. Deal and Dover Railway Co.*; 18 Eng. L. & E., 468, *West London Railway Company vs. London & Northwestern Railway Company*; 30 Eng. L. & E., 120, *Mayor of Norwich vs. Norfolk Railway Company*; 6 House of Lords Cases, 138, *Shrewsbury and Birmingham Railway Company vs. Northwestern Railway Company and Shropshire Union Railways and Canal Company*; 6 House of Lords Cases, 408; *Ernest vs. Nicholls*; 11 Common Bench, 815, *Harrison vs. Great Northern Railway Company*; 5 Ohio St. 59, *Straus vs. Eagle Insurance Company*; 10 Ohio St. 61, *Marietta Railroad vs. Elliott*; 15 Ohio St. 23, *Atkinson vs. Marietta Railroad Company*; 18 Howard, 331, *Dodge vs. Worley*; 21 Howard, 443, *Pierce vs. M. & I. R. R.*; 1 Black, 29, *O. M. R. R. vs. Wheeler*.

These cases, when carefully considered, not only decide that the corporation itself cannot claim relief when the agreement it has entered into is beyond its delegated powers, but establishes without reservation the rule that, like natural persons, it must place its right to recover upon the power conferred by its charter. Whenever it transcends it, and by no just construction the authority claimed can be found in the organic law, the corporate body is practically without a charter, and is but a voluntary association of individuals.

Let us now inquire to what extent the agreement between these parties was obligatory on the defendants. The defendants are an Indiana corporation. We have examined the act incorporating them, and its several amendments, and find no special powers granted to the corporators that are not common to such companies generally. If, then, we apply the principles we have already stated

to the contract made by the defendants, we must hold:

1. That the Indianapolis & Cincinnati Railroad had no power to operate a road east of Lawrenceburg to Cincinnati; and having no corporate power from the State of Ohio to construct a new railway, or to enter her jurisdiction as a foreign corporation, it could not use a railway already established between those termini, or contract to pay a stipulated sum for the privilege.

2. The defendants had no power to loan \$30,000 to a foreign corporation for the purpose of erecting a passenger depot without the State from which they derive their charter.

3. That the defendants had no power to stipulate with the plaintiffs that they would erect a freight depot, at a cost of \$15,000, in Cincinnati, to become the property of the plaintiffs when the agreement should expire.

4. That it had no power to permit the plaintiffs to use the cars of the Indianapolis Company without compensation, a privilege not contemplated in its charter.

5. That it had no power to give the exclusive control over its employes and agents to the plaintiffs.

6. That it had no power to agree that, for thirty years, it would form no new connection at or beyond Lawrenceburg, or to discriminate in the tariff of prices in favor of Lawrenceburg as against Cincinnati.

There are other stipulations which, in their spirit, must be included in the result to which we have arrived, but we need not specially refer to them.

No one of these conditions, if not yet performed, but, on the application of a stockholder, we believe a Court of Equity would have restrained the defendants from carrying into effect, as each one of them was beyond the power of the corporation; and the assent, even of the stockholders at the time, or by subsequent acquiescence, could not change the principle. We have already said, if the authority does not exist independent of the assent of the stockholders, their concurrence does not confer it.

This doctrine is well discussed and determined in *E. Anglia R. W. Co. vs. E. C. R. R. Co.*, 11 C. Bench, 815, which has an important application to the general power of railway corporations, and is a practical resume of the previous cases upon the subject, both at law and in equity, decided in the English Courts. See, also, *Coleman vs. E. C. R. W.*, 4 Railway Cases, 382.

The several grounds we have stated, upon which we hold the agreement between these parties was beyond their corporate power, are so palpable that the propositions, when once fairly expressed, need no argument to sustain them. It is but the assumption of unauthorized power that could claim to expend corporate funds without the territory where the road is located for an object disconnected with the purpose for which the body was organized, and never within the original contemplation of the stockholders: building warehouses and leasing depots in Ohio, surrendering all control over the rolling stock of the company, substituting the agents and employes of another company for their own, while willingly incurring all liability for their negligence in managing and conducting the trains that pass over a foreign railway, contracting to advance a large sum for the erection of a passenger depot, restraining the corporation and those who may manage it for thirty years, not to make new connections or avail itself of any other route, however convenient or eligible;

binding itself for the same period not to determine the price of freight or the fare of passengers without consulting with and having the consent of the plaintiffs, nor yet to extend the road then in existence, to the west of Indianapolis, or in any direction that should be prejudicial to the Ohio & Mississippi Railroad Company.

When these conditions stand out in the agreement itself with so much prominence, and must be performed, else the defendants have no right reserved to them, it would seem no ground was left upon which we could justly sustain the plaintiff's claim to recover.

And in thus holding we but affirm the ruling in the *Shrewsbury & Bedford Railroad Company vs. London, &c.*; 4 De G. and McNaughton, 120; 6 House of Lords cases, 133; 1 De G. and McN., 732; *Stuart vs. London & Northwestern Railroad Company*.

We are satisfied, also, the contract referred to is imperative, because there is no mutuality in its provisions. The defendants could not have enforced it by legal means, if the plaintiffs should have declined to perform their covenants, for no chancellor, we believe, would lend his aid to give existence to that which was void by its very terms, not only as assuming to be obligatory on the parties, when it is clearly beyond corporate power, but opposed to sound policy—a party claiming to enter as a foreign corporation and to enjoy the privileges of a legal organization, without the consent of State authority.

It has been suggested in the argument that the defendants, in availing themselves of their legal right of defense, are obnoxious to just censure; but with the motives of parties we do not interfere when called on to administer the law. Questions of taste may be left to the casuist. In the examination of the case before us, we think, if a retort were permitted, the plaintiffs and defendants occupy a common ground. They can only settle what is the true standard of courtesy.

We find a contract submitted to us which, if both parties had asked us to enforce, the law, as we understand it, would forbid us to adjudicate upon, except to leave those who had obligated themselves to their own moral sense. We could not have added by our decree new powers, or give vitality to that which never had legal life.

On the hypothesis even that the parties may have had the corporate power to contract, we cannot aid the plaintiffs for we could not, if the action was reversed, have aided the defendants. On the ground we have assumed, the agreement is for a lease to continue 30 years. It is not a lease executed, because the forms of the statute requiring acknowledgment and record have not been complied with, and part performance cannot avail in the position the parties are now placed.

The case of *Richardson vs. Bates* (8 O. S., 257) is decisive of the question. As the defendants could not, if compelled to leave the plaintiff's railway, have been aided, by a court of law, in being reinstated in the enjoyment of the easement, so neither can the plaintiffs maintain an action for rent if the defendants have left the premises, when there was no contract subsisting which would have legally required them to remain. It is the simple case of a tenant for more than three years, who is in under a parol lease; his term is limited by the statute, and, when it expires, the contract is at an end.

There is a class of cases where a contract is divisible, and some of its conditions are legal and some illegal. If the covenants can be

separated, those which are valid may be upheld, and those that are not rejected. But this is not such a case. The whole consideration moving to the defendants is, in effect, the right to use and occupy the plaintiffs' railway, and the stipulations to be performed as an equivalent by the defendants cannot be enforced, unless the easement granted is legally secured and the power to grant it was given by the plaintiffs' charter. If the consideration in this respect fails, the agreement is of no value. But the conditions to be performed by the defendants must all be performed, if the agreement is valid, before they could require the plaintiffs to fulfill their covenant. It would be no answer to a prayer for a specific performance, if it should appear the defendants were unable or unwilling to comply with all or any of the stipulations they entered into. All are essential to the privilege imparted, and no court would select any one from the whole and reject the rest.

In this respect the contract may be said to be "*in solido*."

Other questions were argued at bar which we do not think necessary now to decide; they were technical only, and did not affect the real questions involved. On the whole case, we have come to the conclusion the plaintiffs cannot recover upon the agreement they have submitted for our construction.

How far the issues of fact which are yet to be tried will be effected by the decision we now make, will be left to the Judge in Special Term who will be called on to try them.

The demurrer to the answer of the defendants will therefore be overruled.

We cannot dismiss the case without tendering our thanks to all the counsel, who so ably investigated and argued the questions we have been called on to decide. They have greatly relieved our labors, and enabled us more readily to arrive at the conclusions we have announced.

REMARKS OF JUDGE TAFT.

Judge Taft said that he reluctantly concurred in the result of this decision; that he took a view of the relations existing between these parties, under this contract, materially different from that which had been expressed in the opinion just pronounced. But there were some features in the contract contemplating permanent investments beyond the termini of the defendants' road, to an extent which, under the English authorities, followed generally by the Courts of this country, prevented him from sustaining this contract; that he would have been better pleased if the law had been so construed that when a corporation had made a contract for a useful and lawful purpose, not forbidden nor expressly authorized by its charter, but contributing to the success of the chartered enterprise, and had enjoyed the benefit of such a contract for eight years, as in the present case, it should not be allowed to turn it back upon its contractors, and plead *vs. ultra vires*.

But the construction the Courts had given in England to charters of this kind, and many of the Courts of this country following the English Courts, whether right or wrong, he thought would prevent a contract by which so much expenditure was contemplated outside the termini of the road from being upheld in this Court.

But if the main contract were for the forwarding and returning the property and persons that passed over the defendant's road, to and from Cincinnati, he would consider it a running arrangement only, and not objectionable, even under the authorities. He could not

suppose that the Legislature, in enacting the charters and giving each road its termini and location in the great system of transportation, ever intended to isolate them from one another and confine their cars, any more than their tickets, to the own termini. That such a theory would render the railroads so isolated, a failure. Running contracts of this kind are everywhere made by all the roads, and without them the roads could not be successful, nor the public accommodated. There is scarcely a company in the State that has not made similar contracts; and the statute, so far from discountenancing them, has expressly authorized the making of them. That he should have considered this contract a valid running arrangement, but for the features to which he had alluded, providing for investments outside its termini. That he would not consider the passing of the cars of the defendants over the Ohio & Mississippi Railroad under such a contract, as a running, by the defendants, of the plaintiffs' road. The instant the cars came upon the plaintiffs' road, they were doing the business of the plaintiffs; that is to say—the Ohio & Mississippi Railroad Company were running their own road by the cars of the Indianapolis & Cincinnati Company. Such is the case, more or less, with all railroad companies. They operate their roads by the cars of other companies as well as by their own. The Little Miami, and the Columbus & Xenia Railroad Companies had such a contract. The Little Miami and the Marietta & Cincinnati Companies had one. If the business of the defendants could be done better for themselves and the public by having their cars loaded and unloaded in Cincinnati by another company than at Lawrenceburg by themselves, we saw no legal objection to a contract by which it should be so done, and that as an appropriate arrangement for the operation of their own road.

In this contract, the idea of the true relation between these parties was generally kept in view. But in some of its provisions they seem to have lost the leading idea. The complaints in the argument of the hardship or the contract are generally explained on this theory: that as the defendant company did not run the Ohio & Mississippi Road, it had no business with any of the profits. That idea was preserved in the contract generally; but there were some stipulations which were hardly justified by that principle and which fell within the scope of the cases forbidding permanent investments outside the termini of the defendants' road.

He concurred in the result of the decision here, but would not object if the Court, whose business it was to make, as well as to follow precedents, should view the subject more liberally than he felt authorized to do.

LIABILITY OF RAILROAD COMPANIES TO THEIR EMPLOYEES.

In the case of *Patrick O'Connor vs. The Baltimore and Ohio Railroad Company*, the question as to the liability of the company to one of their employees for injuries arising from the negligence of another was fully discussed, and the conclusion came to that unless there was negligence in the company's general duties they would not be liable.

Goldsbrough, J.—delivered the opinion of the court.

The action in this case was instituted by the appellant against the appellee in the Superior Court of Baltimore city, to recover

damages for an injury sustained by him while in the appellee's employment.

It is alleged in the declaration that whilst the appellant was engaged in his work as an employee, without any neglect or carelessness on his part, but through the carelessness of another employee over whom the appellant had no control, a dumping or gravel car of the appellee was upset and fell upon the appellant, and he was permanently injured. That the car on which he was riding, was upset from its defective construction and the unskillfulness and neglect of the employee having charge of the car.

To these allegations the appellee pleaded "not guilty."

At the trial and after the evidence detailed in the record had been submitted to the Jury, the appellant offered nine, and the appellee five prayers.

The prayers of the appellant were rejected, and those of the appellee were granted by the court. The verdict and judgment being for the appellee, this appeal was taken.

The law arising out of the relation of the parties litigant in this case, is presented for the first time for our consideration. It affects a large class of citizens, a class constantly being augmented by the diversity of employment incident to the enterprise of the age.

In the absence of any controlling decision in this State, we find ourselves aided in the formation of our opinion by a current "of decisions both in England and in this country, entitled to our highest consideration and greatly relieving us from the responsibility of settling the law as to the relative obligations of parties holding positions similar to the parties in the case."

It is proper to state that though the appellant received the injury stated in his declaration while riding in one of the appellee's cars, it is not claimed that he was a passenger who had paid for the privilege of travel, but one of a number of laborers who were in the employment of the appellee, who were required to ride upon the cars to and from the place of their daily labor.

The appellant seeks to recover damages upon the ground that there is an implied warranty on the part of the appellee of the soundness of the machinery put in the hands of its servants, so far as any unsoundness therein may be discovered by the exercise of proper care and diligence; and in the employment of men of care, skill and capacity for the full position they severally occupy. The appellant also relies upon the fact, as he insists, that he, with other laborers were under the management and control of one Downey as superintendent of the laborers; that Downey was rash and wholly regardless of the safety of the men, and that the train was managed by an engineer having charge of the train. That neither Downey nor the engineer inspected the cars at or before the time they were started, and that the fixtures by which the cars were adjusted to prevent their dumping, especially the car on which the appellant was riding, were out of order and unadjusted at the time of the accident, and from all these causes he suffered the injury complained of in this suit.

Having thus with due care stated the character of the claim of the appellant and the defence of the appellee. We fully concur in the opinion that the defence is well taken.

It is sustained in all its aspects by an almost unbroken current of authorities both in England and in this country. See the case of *Priestly vs. Fowler*, 3 Mees. and Wels, Rep.,

1; 24 E. Law and Eq. Rep., 396; *Fowler vs. Boston and Worcester R. R. Co.*, 4 Met., 49, 1 Selden, 493, 3 Cushing, 270, 10 Cushing, 228, 32 Vermont R., 473, 23 Penn. R., 384.

This last case was decided in 1854, is almost identical in its prominent features with the case under consideration. In several of the earliest of these cases, the question being regarded as a new and important one, the courts in view of its novelty and importance, considered and decided it after careful and mature deliberation.

The following conclusions of law applicable to this case, may be deduced from the above authorities

When several persons are employed in the same general service, and one is injured by the carelessness of another, though the negligent servant in his grade of employment is superior to the one injured, the employer is not responsible. The liability to injury of one from the carelessness of his fellows, is but an ordinary risk, against which the law furnishes no protection, but by an action against the wrong doer.

Though it is the duty of a railroad company to exercise all reasonable care in procuring for its operation, sound machinery and faithful and competent employees, and though they are liable to their servants for the neglect of this duty, yet, after they have procured such machinery and employees, they are not liable to a servant for the injuries occasioned by the neglect of any of his co-servants employed in the same general business of operating the road, 23 Penn. Rep. 386, 387, 32 Vermont Rep., 473 4 Met. Rep., 49.

We are of opinion that these rules of law are so directly applicable to the case under consideration, that they constitute a flat bar to the appellant's right to recover.

It only remains for us to consider the ruling of the Court below in rejecting the appellant's and granting the appellee's prayers.

It is manifest from what we have said as to the law controlling this case that the appellant's 1st, 2nd, 3rd, 4th, 6th, 7th, 8th and 9th prayers, could not have been granted.

We will consider the appellant's 5th in connection with the appellee's first prayer. They both embrace the question, on whom is imposed the burden of proof.

Though the Supreme Court of the United States, in the case of *Stokes vs. Saltonstall*, 13 Peters S. C. Rep., 191, recognize the doctrine that a stage proprietor warrants the safety of passengers as far as human care and foresight can go, and that he will transport them safely; and the fact that "a carriage was upset and the plaintiff's wife injured, are *prima facie* evidence that there was carelessness or negligence or want of skill on the part of the driver, and throws upon the defendant the burden of proof that the accident was not occasioned by the driver's fault;" yet a majority of this court are of opinion that the above cases is not applicable to this. The appellant held no such relation to the appellee; it was under no obligation to look to the safety of the appellant under the circumstances of this case; did not contract to carry him to and from his place of work, and received no compensation therefor; and he having alleged in his declaration the causes of his injury, must sustain his allegations as in ordinary cases, by corresponding proof. The Court below, therefore, in rejecting the fifth prayer of the appellant and granting the first prayer of the appellee, ruled correctly.

The appellee's 2nd, 3rd, 4th and 5th prayers were properly granted. They are sus-

tained by the law of this case as herein announced, and are otherwise unobjectionable, as they submit the matters of fact contained in them to be found by the jury.

Judgment affirmed.

Oil in West Virginia.

The *Parkersburg Gazette*, of the 23d, gives the following account of a visit to the lucky strike of the Logan Oil Company, a Cincinnati organization, of which W. H. Clement, President of the Little Miami Railroad, is President, and in which many of our citizens are interested. We were also shown a sample of oil from the Harter well, near by the Logan, which the owner said was pumping 300 barrels per day. The oil was of a very fine quality, being heavy lubricating oil. Hurrah for West Virginia!

OIL MATTERS ON WHITE OAK.

To use a California expression, are huge, and hugest amongst them, the notable wells recently struck is that of the Logan Co. Perched half way up the mountain, the first and most prominent thing that met our eye, on Saturday last, as we rode up the run, were the four enormous tanks erected by Superintendent Ludman—each holding 550 barrels. He informs us that he cannot erect tankage as fast as he can fill it. Without doubt this well is the most valuable ever struck in the United States. A few of the Pennsylvania wells are of larger yielding capacity, but the value of the product of the Logan Company's well will more than offset the difference. From reliable authority we learn the famous Longwood well has been sold for the snug sum of \$400,000. Taking this as a standard, the wells of the Logan Company would be worth \$7,500,000. Whew! what a nut for stockholders to crack.

Memphis to Louisville.

The *Memphis Bulletin*, of July 24, says:

In a few days Memphis will be in direct communication with Louisville, via the Memphis & Ohio Railroad, which, it is positively asserted, will be in operation to Clarksville by the 10th of August, at the very furthest. The draw span at Clarksville was nearly finished on the 19th inst., and the trestle work for the south span was being put up in a manner sufficiently substantial to be used for the passage of trains until the new span can be built. The Tennessee river bridge will be completed in about two weeks. All the spans have been raised, and the finishing work only remains to be done. The road between Clarksville and Tennessee river is in very good order for use, requiring very slight repairs to put it in first rate condition. The time from Memphis to Louisville, all rail, will be eighteen hours.

—The annual report of the Michigan Central Railroad is published. The present bonded debt, net, is \$6,598,911.41, a reduction since last year of about \$250,000. The gross receipts of the year were \$4,451,279.14, and the expenses \$2,808,375.92, and the payment to the interest account, taxes, and sinking fund, \$897,331.05; making the net receipts of the year \$745,572.17.

The following officers were elected for the ensuing year: J. W. Brooks, J. M. Forbes, R. B. Forbes, Sidney Bartlett, Nathaniel Thayer, Boston; Erastus Corning, Albany; D. D. Williamson, George F. Tallman, New-York; James F. Joy, Detroit.

Chippewa Falls and Mississippi R. R.

This proposed railroad which was chartered by the last legislature is attracting the attention of capitalists. The old foggy idea that a railroad running alongside of a navigable river cannot be made profitable is exploded. Good railroad men who have examined this route consider it one of the most important routes in the west; it would be when completed the best paying road in the country, and make Chippewa Falls the largest city in northwestern Wisconsin; and would answer Eau Claire as well as the Tomah & St. Croix road; and would build up Durand—one of the best natural points and promising places on the Chippewa river—and open up one of the largest and best agricultural and lumber districts of country in the west. Its usefulness would not be confined to the Chippewa river—it would make Wabasha one of the most important points in Minnesota.—*Chippewa Times*

Another Railroad War.

War has broken out, it is alleged, between Com. Vanderbilt, representing the Hudson River and Harlem railroads and the Boston railroad on one side, and the New York Central railroad on the other. The cause of the difficulty is stated to be that the Hudson River Bridge Company is charging the Boston road one dollar for every ton of freight that crosses on the bridge for that road, while they could pass it over by means of their ferry boat for sixty cents a ton. The trouble of Com. Vanderbilt, it is alleged, is, that the Central Company is acting in bad faith—that of transporting their New York freight by way of the Athens "cut-off," and thence to New York, in their own vessels, instead of by way of this city and the Hudson River and Harlem roads. It is further alleged the Central Company procured eight barges in this city on Tuesday to run constantly between Athens and New York. As a rotary, double-banking, back-acting power to all this it is also alleged that the Hudson River and Boston ferry-boats will be placed on the routes again on Monday next, and will continue until the "bank account" of some one of the competitors is sufficiently "squeezed."—*Albany Times*.

Iowa Central Railroad.

W. T. Smith, Esq., President of the I. C. R. Co., informed us yesterday that work commenced on the line at the State line on Monday last, and that the work will be vigorously pushed ahead by the contractors. The stock has been raised and the right of way secured through Appanoose county. In Monroe county the stock is principally taken, and that part of the line will be under contract within a few weeks. Immediately after the letting of the road through Monroe county, the citizens of Eddyville will be called upon to close up their stock books, and then Mahaska's books must be brought up to the required figures. The line of the road will be located, the work let, and the contractors busily engaged in construction in a very few weeks, if those most interested do their might at the proper time. After the line has been put under contract in Mahaska county, Poweshiek will be the only county through which the road passes in which the stock has not been raised. Mr. Smith starts to-morrow morning for the eastern cities to attend to interests of the Iowa Central, and immediately on his return will take steps necessary to carry out the programme as marked out.—*Oskaloosa Herald*, June 27.

Minnesota Railroads.

The Minnesota Central Railroad is to be completed to Owatona by the 1st of September, where it will connect with the Winona and St. Paul Railroad, which is to be completed by the 1st of August.

The Minnesota Valley, connecting with the Central at Mendota will also be completed by the 1st of September to St. Paul, thus making continuous a line of railroad from St. Paul to Winona.

The St. Paul and Pacific Railroad branch line is to be completed to St. Cloud by the 1st of September, and Mr. E. B. Litchfield writes from Germany that he has purchased the iron for 20 miles of the main line west of Minneapolis, but whether it is to be laid this year is not known.

The Winona Branch of the St. Paul and Pacific Railroad has suspended operations for the present. Mr. Edmund Rice has sailed for Europe on business connected with it.

RAILROAD ITEMS.

The work of building the Milledgville, Macon and Augusta Railroad, which was graded before the war, has been recommenced, and will be pushed forward rapidly.

The New York and New Haven Railroad Company intend increasing their capital stock \$1,000,000. The new stock will be offered to the shareholders at par in proportion of one new share to five of the old shares.

The committee on railroads in the New Hampshire Legislature have unanimously agreed to report a bill granting a charter for the extension of the Concord and Claremont Railroad from Bradford to the Connecticut River.

The receipts of the Camden and Atlantic Railroad for the year 1865, were \$283,637, of which amount \$210,700 were from passengers, \$69,337 from freight, and \$3,600 from miscellaneous sources. The expenses of all kinds were \$189,571—leaving an excess of \$94,066.

It is stated that the Delaware Railroad will be completed to the Chesapeake Bay the present month, when an express train will be run from Philadelphia to that point. A steamboat to connect with Norfolk is now being built by Harlan & Hollingsworth & Co., of Wilmington, Del., and will soon be ready for the route.

The Fox and Wisconsin River Improvement Company has been re-organized under the name of the "Green Bay and Mississippi Canal Company." Captain N. M. Edwards, a skilful man, has been appointed Chief Engineer; George McDonald and A. L. Smith continued respectively as General Superintendent and Secretary.

Books will be opened at Portage on the 12th of August for the reception of subscriptions to the \$2,000,000 stock of the Portage & Lake Superior Railroad Company. The act of Congress conveying the land grant to the road as re-located by last winter's legislature, is now a law, having received the President's approval last Monday.

A new railroad route has recently been opened from Boston to Fitchburg and places north. The route is over the track of the Boston and Worcester Railroad to Framingham, thence over the Agricultural Branch Railroad to Northborough, and on a track which has been built from Northborough through the towns of Berlin, Bolton, Clinton and Leominster, connecting at Pratt's Junction with the Worcester and Fitchburg Railroad.

NORTH MISSOURI RAILROAD.—The St. Louis Democrat of the 22nd says this important railroad is rapidly progressing under the contract recently entered into with Champlin, Smith & Co. A large force of workmen is engaged on the west branch between the main line and Brunswick, on the Missouri river, and arrangements are made for rapidly pushing the work towards Iowa. Quite a number of Fenians, just returned from the "border," have gone up the road within a day or two past, to take a hand in this grand improvement.

REVENUE STAMPS.—Since the Government has stopped supplying Collectors with Stamps on a credit, it becomes of more than usual interest to know the terms on which Stamps can be obtained. The National Currency Bank has two scales for filling orders.

First Scale.

Orders for \$1,000 worth and over, $4\frac{1}{2}$ per cent. dis.
Do. \$100 do. $4\frac{1}{2}$ do.
Do. \$25 do. 4 do.

The discount payable in stamps.

Second Scale.

By keeping a running account with the bank, all orders for Stamps will be filled at par, charging the stamps to the account; and at the end of every month (if the account is active) a commission of $4\frac{1}{2}$ per cent. cash will be credited on the gross of all orders. This is about the same as giving $4\frac{1}{2}$ in stamps, and it enables dealers to order in small quantities, so that they can keep up an assortment without using too much money in the business, and still get equal to $4\frac{1}{2}$ in stamps, on all orders. This second programme meets with great favor with dealers in stamps.

Remittances to the bank should be made in drafts on this city, Greenbacks, or National Currency. State Bank Currency and checks on other cities will be charged the usual discount.—*Thompson's Reporter*.

NEW YORK STATE DEBT.—The redeeming of the Old State Bank Currency will throw into the market more New York State Stocks. Hence the following statistics become interesting:

Due.	5 per cent.	6 per cent.	7 per cent.	Total.
1866	\$192,585	\$702,100	.....	\$894,585
1867	1,005,961	500,000	.....	2,105,961
1870	.....	.....	700,000	700,000
1871	167,000	.....	.....	167,000
1872	.....	3,050,000	.....	3,050,000
1873	.....	6,000,000	.....	6,000,000
1874	4,500,000	2,250,000	.....	6,750,000
1875	900,000	500,000	.....	1,400,000
1877	.....	900,000	26,500,000*	27,400,000
1878	.....	800,000	.....	800,000
At will	348,107	1,199,700	.....	1,537,807

\$7,813,653 \$15,891,780 \$27,200,000 \$50,805,433

* This \$26,500,000 is the N.Y. State Bounty Loan. Although it is all payable in 1877, yet according to the law, and that following the provisions of the Constitution, an annual tax is laid, sufficient to pay the interest and the principal within 12 years. This accumulation of \$2,250,000, will necessarily be used in buying up the Stock as the same come in.—*Thompson's Reporter*.

THE Merchants' Union Express Company have bought the building corner of Broadway and Franklin street, known as Taylor's Saloon and International Hotel, and will at an early day commence alterations upon the same to meet the wants of their business. We are assured by Mr. E. P. Ross, the President, and other members of the Executive Committee now in this city, that all reports of any prospective consolidation of this with the existing express companies are entirely without foundation, and that the main lines from New York to the Great Lakes and rivers of the West will be opened early in September.—*Tribune.*

THE following is a comparative statement of the earnings of the Chicago & Northwestern Railroad for the time indicated:

For the third week in July, ending on 21st.

Earnings.	1865.	1866.	Increase.
Passengers.....	\$67,350 91	\$51,857 08	\$
Freight.....	100,388 90	12,890 49	15,571 49
Express.....	2,713 00	2,813 00	
Mail.....	1,551 13	1,623 58	72 45
Total.....	\$18,034 03	\$18,181 14	\$15,643 94
Since July 1..	536,971 02	538,803 18	50 018 25
Since Jan 1..	1,346,834 92	1,486,695 60	168,100 59

Statement of the approximate earnings of the Marietta & Cincinnati Railroad for the third week of July:

	1866.	1865.
Passengers.....	\$1,721	\$12 74 25
Freight.....	14,256	10,858 25
Mails, express and telegraph,....	1,600	1,100 00
Total.....	\$32 577	\$24,706 50
Total this month to date....	65,015	72,313 25
Since 1st Jan.....	\$607,015	\$614,378 26

MONETARY AND COMMERCIAL.

The money market has not presented any remarkably new feature during the past week. The demand for loans is quite limited, there being no speculative feeling in the general market; but there appears to be a disposition to do about as little as possible during the extreme hot weather. The weather for a week past has been of a very variable character. Frequent rains, with intense heat, alternating with such rapidity as to prevent the proper curing and caring for crops. Much injury must have been inflicted upon both hay and grain. A large amount of wheat has already been housed. There is still, however, much of it out doors, and should we have a continued spell of weather similar to that of last week, the same as we had last year, very serious injury would be done.

Prussia does not seem to be satisfied with the way her opponents and friends desire to fix up her affairs. She seems to regard it that she has the game in her own hands, and is determined to push her advantages to the utmost. The superiority of her armament has rendered her irresistible, and if her success does not make her too arrogant, she will reap very decided advantages from her victories. The rearming of all the civilized nations of the world with the most improved weapons and ammunition that science and art can construct will be the result of the present conflict. The old muskets will, like

the bow and arrow, be thrown away, and the belligerents of civilized Christendom will kill each other as rapidly, scientifically and effectually as possible.

The changes in the gold market have not been great, scarcely sufficient to give it tone.

The following are the daily quotations:

	Opening.	Highest.	Lowest.	Closing.
July. 19.....	150 1/4	150 3/4	150 1/4	151 3/4
" 20.....	150 1/4	151 3/4	149 1/4	149 1/4
" 21.....	149 1/4	150 1/4	149 1/4	150 1/4
" 22.....	151 1/4	151 1/4	150 1/4	15 1/4
" 23.....	150	151 1/4	150 1/4	150 1/4
" 24.....	150	150 1/4	149 1/4	150
" 25.....	150	150 1/4	149 1/4	150

The market for Eastern Exchange is reported firm, with a fair demand. The quotations are not entirely uniform, some houses varying from the general rates.

Quotations are as follows:

	Buying.	Selling.
New York.....	50c dis @ par.	par @ 50 prem.
Philadelphia.....	50c dis @ par.	par @ 50 prem.
Boston.....	50c dis @ par.	par @ 50 prem.
Gold.....	149	150
Silver.....	136 @ 139	140 @ 142

Of the New York market the *Tribune* of Wednesday says:

Money is very abundant at low rates, and any borrower of fair credit is supplied at five per cent. Among brokers the rates are 5@6 per cent. In commercial paper no change. Best names sell about as cheap as call loans and may be quoted at 5@6 1/2 per cent.

The stock market is dull, and the transactions limited. For old 5-20s 107 was paid, but a decline was shown on the issue of 1865 and on the 7-30s. Brooklyn Water Loan fell 1/2 per cent. In railroad bonds a small business. Bank shares were more active at firmer rates. In the miscellaneous shares little was done, and hardly enough to keep them in memory. Railway shares show a recovery from the small panic of Monday afternoon, and are fairly steady at quotations. There are few operators, professional or otherwise, in the street, and the market looks like taking a summer breathing spell. After the call prices were steady, except for Erie, which sold up to 65 1/2. The latest prices were: Water Power, 34 1/2 @ 34 3/4; Ohio Certificates, 28 @ 28 1/2; Canton, 52 1/2 @ 52 1/2; Cumberland Coal, 45 @ 45 1/2; Quicksilver, 48 @ 48 1/2; Mariposa, 11 @ 11 1/2; do. Preferred, 23 1/2 @ 24; New York Central, 104 1/2 @ 104 1/2; Erie, 64 1/2 @ 64 1/2; Hudson River, 116 @ 116 1/2; Reading, 109 1/2 @ 109 1/2; Michigan Central, 106 1/2 @ 107 1/2; Michigan Southern, 81 1/2 @ 81 1/2; Illinois Central Scrip, 118 @ 118 1/2; Cleveland & Pittsburg, 84 @ 84 1/2; Rock Island, 97 1/2 @ 97 1/2; Northwestern, 34 1/2 @ 34 1/2; do Preferred, 63 1/2 @ 63 1/2; Fort Wayne, 98 1/2 @ 98 1/2; Western Union, 55 @ 55 1/2.

Oxford Female College.

The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

For Circulars, please address the President,

REV. ROBERT D. MORRIS,
Oxford, Ohio.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable there after to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 " " 6½ " " 35 " "				
3, 8 " " 11 " " 36 " "				
4, 8 " " 9 " " 35 " "				
5, 7½ " " 6½ " " 30 " "				
6, 10 " " 8 " " 40 " "				
7, 7½ " " 8 " " 35 " "				

PHILIP S. JUSTICE, President.

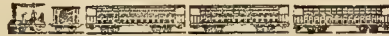
No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DR. COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton. } Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front &
Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

E. F. Lord, General Ticket Agent, N. W. Cor. Third &
Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third
and Walnut

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Build-
ing, 12 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp.
Spencer House

Little Miami & Columbus & Xenia

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under
Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent,

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James E. Shields, General Agent, No. 77 W. Third St.
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T. J. Gettier, Freight Agent, No. 4 Merchants' Ex-
change.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

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Exchange.
G. G. Cooke, Local Passenger Agent No. 4 Merchants
Exchange.

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J. W. Burch, General Eastern Agent, No. 2 Burne
House.

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No. 80 West Fourth Street.

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Sixth St. Depot.

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Sixth St. Depot.

Logansport, Peoria & Burlington.

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G. B. Gibson S. W. Passenger Agent, W. H. Page,
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H. Heckert, Gen. Western Agent, No. 5 East Front St.

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Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

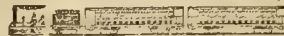
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAY 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI	9:40 A. M.	10:50 P. M.
HAMILTON	10:39 "	11:53 "
DAYTON	12:05 "	1:10 A. M.
SPRINGFIELD	12:56 "	2:03 "
MARION	1:50 P. M.	2:40 "
URBANA	3:14 "	4:09 "
GALLIEN	4:55 "	5:25 "
MA SPRIELD	5:45 "	6:30 "
AKRON	6:32 "	7:00 "
RAVENA	9:25 "	10:15 "
LEAVITTSBURG	11:30 "	11:10 "
GREENVILLE	12:00 A. M.	12:35 P. M.
MEADVILLE	1:10 "	2:5 "
CORRY	2:35 "	3:35 "
Arrives SALAMANCA	4:55 "	5:55 "
NEW YORK	10:20 P. M.	1:00 "
BOSTON	4:55 "	11:55 A. M.
PITTSBURGH	2:20 A. M.	3:20 P. M.
HARRISBURG	1:30 P. M.	1:41 A. M.
PHILADELPHIA	5:35 "	6:40 "
BALTIMORE	5:34 "	7:01 "
WASHINGTON CITY	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti n, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a tri-
o er the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

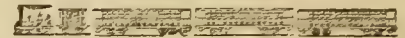
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at northeast corner of Broadway
and Front streets, and at No. 80 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines, with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers from the East by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 8:30 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West, with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at principal places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:41 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

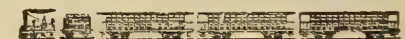
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

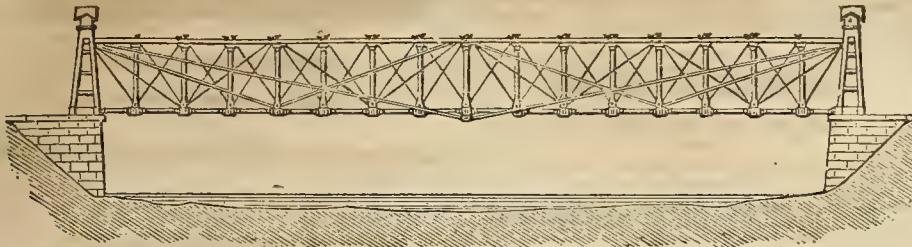
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation	5 15 P. M.	5 05 A. M.
Harrison Accommodation	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House,
Spencer House and Gibson House Offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

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C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

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MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

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ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
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H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE
Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....6:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my11

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Railroad, Car and Machine Shop
SUPPLIES,
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MACHINERY OF EVERY DESCRIPTION.

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LOCOMOTIVE ENGINE



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ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,
Chilled Railroad Car Wheel, Tyre,
—AND—
Railroad Machine Works,
WILMINGTON, DELAWARE,
MANUFACTURE
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FOR
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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City...	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City...	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

CUMBERLAND COUNTY

OIL LANDS,

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The Great Crocus Well,

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*Productive Wells all
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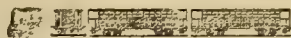
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T. WRIGHTSON,

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CINCINNATI.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



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SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

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CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:26 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Far the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
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C. R. COTTON, Cincinnati Agent.

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Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

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THE SCHENECTADY LOCOMOTIVE WORKS,

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Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

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JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

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Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

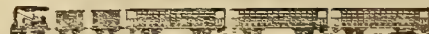
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.,
HY. G. MORRIS.

CHAS. WHEELER
S. F. M. TASKER

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.90 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, AUGUST 2, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

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“ “ per month.....	3 00
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Human Forces; or, the Elements of Strength in a People.

If a nation goes to war with another, under the same conditions of civilization, the question of success will depend on the relative degree of human force which can be brought to bear. In the same way, if a railroad is to be built, the question whether it can be made, and if made in what time, is solely a question of human force. When the Atlantic and Great Western Railroad was built in a surprisingly short time, in the midst of our war, it was because more human force was brought to work on it, in proportion, than had been applied to other railroads. Many thousand laborers were brought from Europe, and put to work on it. This question of human forces is, therefore, an important one, in all societies; and is, moreover, an exceedingly interesting one. We take from the volume of Miscellaneous Statistics, published by the U. S. Government, some tables, which will interest the reader.

In the first place, what are the contributing or working classes of society in any given population? The present power of population (says the Census) is the ratio which the sustaining and dependent classes bear to each other, or the proportion which the producers hold to the consumers.

In this respect the distribution of population through the several ages assumes a high political and economical importance.

The classification of the sustaining and dependent population is given thus in the Census Tables, viz.:

Persons under fifteen are supported by means that they do not create, but which are or have been created by others, generally parents, from fifteen to twenty they can usually earn their living; from twenty to sixty they can usually earn more than they

consume, and add to their private estates and to the common wealth; from sixty to seventy they can ordinarily earn as much as they need for their support; over seventy they are supported by their previous earnings or by the earnings of others.

From birth to fifteen, and from seventy through life, they are dependent.

From fifteen to seventy they are, or may be, self-sustaining.

From twenty to sixty they are the accumulating or contributing class, supporting both themselves and those under fifteen and over seventy.

Here is another element to be considered. The future power of a nation is in proportion to the numbers in the forming state who, according to the tables, will be certain to reach maturity. To illustrate and show these ratios, the compilers of the census have made several tables, which are very instructive.

The following are two General Tables prepared for the United States and for Europe.

TABLE U.—Number and ratio of the dependent and contributing classes in the several districts.

District.	Ratio in 10,000.			
	Under 20.	20 to 60.	60 to 80.	Over 80.
I.....	4,465	4,092	3,770	54
II.....	5,134	4,321	392	16
III.....	4,488	4,468	448	35
IV.....	4,957	4,331	421	41
V.....	5,348	4,176	492	41
VI.....	5,379	4,069	908	95
VII.....	5,621	4,108	390	33
VIII.....	4,975	4,238	17	10
IX.....	3,403	6,330	148	

TABLE V.—Number and ratio of the dependent and contributing classes in European countries.

Country.	Ratio in 10,000.			
	Under 20.	20 to 60.	60 to 80.	Over 80.
England.....	4,501	4,759	679	55
Scotland.....	4,606	4,504	792	72
Ireland.....	4,403	4,694	841	90
Sweden.....	4,401	4,793	793	52
Norway.....	4,543	4,512	813	101
Belgium.....	4,131	4,973	817	76
France.....	3,318	5,623	990	67
Denmark.....	4,222	4,198	773	65

TABLE B B.—Showing the distribution of the population of Vermont and South Carolina.

AGES.	South Carolina.		Vermont.	
	Under 15.	15 to 20.	Under 15.	15 to 20.
Under 15.....	121,386	32,798	146,374	95,074
15 to 20.....	154,180	139,902	3,018	1,194

TABLE C C.—Ratio of the classes in different ages.

AGES.	S. Carolina.		Vermont.	
	Under 15.	15 to 20.	Under 15.	15 to 20.
Under 15.....	1,000	1,000	986	986
15 to 20.....	1,046	1,046	1,194	1,194
Under 20.....	1,046	1,046	1,000	1,000
20 to 60.....	1,046	1,046	1,000	1,000
60 to 80.....	1,046	1,046	1,000	1,000
Over 80.....	1,046	1,046	1,000	1,000

Thus, we see, that in a given population, the producing class in South Carolina is not more than four fifths that of Vermont. Between the ages of 20 and 60, the ratio of Vermont to South Carolina is that of 1,046 to 798, that is of 57 to 43. The great natural fact in the case is, that human force is not as great in Southern latitudes as in Northern. Of course, this has a limit. If we go into the very high northern latitudes, life and strength degenerate. But, on the other hand, if we go into the tropical regions, the people are almost incapable of any great work. If railroads are to be made in the tropics, men and genius must be imported from northern climes.

This element of "human force" came up in the late rebellion, and was one cause why it came so suddenly to a close. In 1,000,000 of people of all ages, the proportion between 15 and 50 in the loyal States was to that of the disloyal States,—513,632 to 480,983; that

To understand this table properly, we must bear in mind the "district" numbered 1, 2, etc., in the first table: District (1) comprehends New England and New York; District (2) Michigan, Wisconsin, Minnesota and Nebraska; District (3) New Jersey and Pennsylvania; District (4) Ohio, Indiana, Illinois, Iowa and Kansas; District (5) Delaware, Maryland, etc., including N. Carolina; District (6) Kentucky, Tennessee and Missouri; District (7) South Carolina, Georgia, Florida and Alabama; District (8) Mississippi, Louisiana, Arkansas and Texas; District (9) Oregon, California, etc., etc.

is, in addition to the greater number of population, the loyal States had a difference of about 4 per cent. in the same number, of human strength in their favor. This was an element not taken into view at the time; but, which if all other things had been equal, would have decided the contest in favor of the loyal States.

In estimating Human Forces, there are, however, some other very important elements to be taken into view. We have, for example, *stature*, and positive individual strength. The American soldier is an average of $4\frac{1}{2}$ inches in height taller, than the Belgium, and is considerably taller than any European soldier, except the Scotch Highlanders. The probability is, that he is also stronger; he is certainly more agile and active. But, is there no reason for this? Is not nature in giving greater height and activity working out her own laws on well recognized principles? Here, we bring in the two most important elements of human condition; *climate and food*. Of climate we have already spoken, and seen its effects in the above tables. *Climate* causes, as we have seen, in a given population, a much larger number of producing, or sustaining persons. So also, we must consider *food*. Food may be called very poor, and yet very healthy and strengthening. In the United States, *all* men get food enough, and of good quality; so that there is no deficiency of strength, from deficiency of food. Looking, then, to all the elements of climate, food and condition, there is very little doubt, but the *human forces*, in proportion to number, is greater in the United States, than in probably any portion of the globe; and here is another of the results of free institutions. Free development gives full strength; and these give the greatest amount of national power.

Cincinnati and Norfolk Railroad.

GALLIPOLIS, July 31, 1866.

Messrs Editors:—I see by your valuable paper that you are calling public attention to the Virginia Central Railroad, the completion of which now seems to be rendered certain. Its importance to Cincinnati cannot be overestimated. It opens Eastern Virginia and North Carolina to Cincinnati enterprise directly, instead of leaving it to be reached in a round-about way. Lynchburg would be as near Cincinnati as it is to Baltimore; and hence the products of the West will pass direct from Cincinnati to that great centre of distribution. The demands of the whole country west of Lynchburg for western products will look directly to Cincinnati for its supplies instead of going to Baltimore as it does now. This region of country is yet wholly undeveloped, and can only be so, when this road is completed.

There are some other facts to which I wish to invite the attention of Cincinnati and the West. But just let me correct one or two

mistakes into which you have fallen. This line runs over the Marietta and Cincinnati Railroad to *Hamden*, the junction of that road with the branch to Portsmouth. From this point it is proposed to build a new line to connect with the Virginia road at the mouth of the Great Kanawha river. This line was surveyed some years since, and the distance from Hamden to Gallipolis was found to be about thirty-one miles, and it is less than four miles from Gallipolis to the mouth of the Kanawha river; so that the distance from the Marietta and Cincinnati junction to the Ohio at the mouth of the Kanawha river is not over thirty-five miles. In connection with this line it is proposed to branch off to Pomeroy, Ohio, at or near Porter, in Gallia county, a point about nine miles from Gallipolis, and about twelve from Pomeroy. This Pomeroy connection will be all important to Cincinnati. When the Ohio runs low, as it does occasionally in the fall and early part of the winter, it suffers for the want of coal and salt. In such an emergency, the coal and salt at Pomeroy is all ready for transportation, and the value of coal and salt will then justify railroad freight; hence they would go forward at once to relieve the wants of your growing city. The difficulty in such an emergency now is, that the coal and salt are not ready and can not be got ready for market before the emergency is past. In case this road was made, the difficulty would not exist. The coal and salt business at Pomeroy is a permanent one; it works for the Cincinnati market; it digs the one and manufactures the other to supply your market. Now it has but one means of transportation, and when that fails by low water, the coal and salt can not be moved; but with this line of railroad completed, this coal and salt would go forward at once by rail, to the mutual advantage of producer and consumer.

This line would also secure more effectually the trade of Western Virginia. It would bring Charleston on the Kanawha within a half day's ride of Cincinnati, and thus bring to your city much travel and trade that now stops short of your city.

There is another consideration to which I wish to call attention, as it is a most important one. The grades over the mountains on this route are much less than on either the Pennsylvania or Baltimore and Ohio Railroads. Both of these great lines have long grades of one hundred and sixteen feet to the mile, or thereabouts. Now the grade on the Virginia line on going East is nowhere over thirty-five feet to the mile, and in coming West not over fifty-five feet to the mile. When I was in Richmond in the winter of 1852-3, I gave this matter a pretty thorough investigation; and from that examination I became satisfied that flour, pork, beef, etc., could by this route be placed in New York as cheap, if not cheaper, than by any other route. The

difference in cost of transportation in favor of the low grades over the higher ones, would of itself be a handsome profit. I then went into this matter in two articles,—I then wrote for the *Inquirer* of that day at Richmond, and if they could be found might pay for republication. They were published in February, 1853, and designed to operate on public opinion in Eastern Virginia, so as to secure an Ohio connection with Richmond by the line now spoken of.

There is another consideration that ought not to be omitted. Chicago by this route is about or quite as near tide-water at Norfolk, as it is to New York or Philadelphia. It will thus be seen that the whole trade of the Northwest may find as cheap an outlet in this direction as in any other.

The business of the country is such as to overtask the capacity of the present lines; hence, new lines or tracks must be made soon; and is it not better to open up this great competing line, rather than to leave a complete monopoly in the present ones. Eastern capital will flow to Norfolk and along this line like water down stream, just as soon as its completion becomes a certainty. A portion of the European and Brazilian trade will at once find agencies at Norfolk, a port always accessible in all seasons and in all weathers. Norfolk which has been dead for two centuries, bound down by slavery, would thus under the generous impulse of freedom become a great city, and one of the marts of the world. The West has much to gain by creating a new outlet for its commerce, and opening new competition with New York for its products. Eastern Virginia would become a different home of civilization and enterprise from what it has been, and its prosperity and destiny become bound to that of the West, so that no longer should her interests and ours be considered in conflict.

Yours truly,

SIMEON NASH.

Fort Des Moines & Kansas City R. R.

ANNUAL REPORT.

At the regular annual meeting of the Directors of the Fort Des Moines & Kansas City Railroad, held at Decatur on the 30th ult., (Stephen Strong, Esq., presiding) the Secretary presented his annual report as follows:

In 1855 a charter was granted by the State of Missouri to a certain company to construct and operate a railroad from Kansas City to the Iowa State line, northward, and to the Missouri State line, southward, under the title of the Galveston, Kansas City & Lake Superior Railroad Company. The charter was accepted, the company organized and the work of construction entered upon. Contracts were let and some small amount of grading was done when the breaking out of the rebellion put a stop to all internal improvements in the Southern and border States. At the close of the war the work was recommenced, and there are now fifty five miles actually graded and ready for the ties. The entire line from Kansas City to Cameron

is under contract for grading and tying, the iron is contracted for, and the road will be in running order by the first day of January, 1867.

In the year 1859, it having been ascertained that the Kansas City Company did not intend to complete their road, for many years, at least farther north than Cameron, a Company was organized at Decatur City, for the purpose of constructing a road from Cameron to Des Moines, Iowa. Gallatin, Missouri, Decatur City, Ocoola and Indianola, Iowa, were made points on the line.

In July, 1859, an arrangement was completed with the G. K. C. & L. S. company by which they assigned to the Ft. D. M. & K. C. company all the rights and privileges secured to them by charter to so much of their line as lay between the crossing of the Hannibal & St. Jo. R. R., and the north line of the State of Missouri. Subsequently the terms of the assignment were so changed as to allow the road to be built *via* Bethany, Missouri. In May and June, 1860, Mr. Hudnott was employed as Chief Engineer, who surveyed the line from Cameron to the south line of Clark county, Iowa. At the time of the completion of the survey preparations were made to put part of the work under contract, when the outbreak of the rebellion stopped all further proceedings. On the 9th of November, 1865, a meeting of the Board of Directors was held, vacancies were filled, and the company reorganized as follows:

President—STEPHEN STRONG,
Vice President—J. R. McCLELLAND,
Treasurer—C. D. BRIDGES,
Secretary—FRED. TEALE.

R. G. Mansfield, I. O. Day and W. C. Akers, Directors. Subsequently C. G. Bridges was appointed General Agent and I. O. Day, Treasurer. Col. W. H. Peck was employed as Chief Engineer, who immediately began the final survey for locating the road. His labors, and those of his assistants extending over a period of several months, have been constant and efficient. Ninety miles of road are permanently located, and the estimate for grading a large part of this distance are already prepared.

CAPITAL STOCK.

The total amount of capital stock, as shown by the records in this office is five thousand one hundred and fifty six shares. Besides this amount there has been subscribed, and is now in the hands of agents not yet reported to this office about two thousand shares; making a grand total of about seven thousand one hundred and fifty-six shares, subscribed and available. The subscriptions are of three kinds, to wit, cash, labor, land and material.

It may not be improper in concluding this report, to add, that the connecting line northward, is being rapidly pushed to completion. In Warren county enough stock has been subscribed to grade, bridge and tie the road across the county. The work will be completed in the year 1867.

In Canada are vast deposits of asphaltum, or mineral pitch, which the inhabitants call gum-beds. A cubic foot of this asphaltum represents the effusion of not less than sixty to eighty cubic feet of lubricating oil, and from one hundred to one hundred and twenty feet of illuminating oil. Some of the best wells in Canada are sunk on or near these gum-beds.

Current Stock Speculations.

Indifferent alike to the heated term and the dangers of cholera, Wall Street is intent upon a lively Summer speculation. The brokers have on hand large cash balances and the banks hold large amounts of money for which they can find no use in ordinary business loans. Money consequently is hawked around around the street and is loaned with difficulty at 4 to 5 per cent. Such a condition of the money market is a broker's occasion; and most diligently is it being used. About the beginning of this month several combinations were made among influential operators for running up the price of stocks; loans of money for 60 days were negotiated, and bank officers and railroad officials were included in the "pools." Hitherto, their movements have worked most successfully. Prices have moved responsively to the touch of the speculator's wand; favorable breezes have helped the inflation, and everything has progressed most satisfactorily. That much abused packhorse, "the outside public," has once more been enticed into the ring, and to all appearances, is being well loaded with stocks. The following comparison will show how far stocks have advanced within the last month:

	June 29.	July 26.
Quicksilver.....	47 5-6	49 1/2
Mariposa pref.....	22 1/2	25
New York Central.....	98 3/4	105
Erie.....	61 1/2	65
Hudson River.....	114	ex. div. 120
Reading.....	109 1/2	ex. div. 110 1/2
Michigan Southern.....	78 1/2	83
Michigan Central.....	106 1/2	ex. div. 111
Cleveland and Pittsburg.....	82 3/4	84 1/2
Cleveland and Toledo		
ex. div.....	106 1/2	111 1/2
Northwestern.....	30	34 1/2
" preferred.....	59 1/2	64 1/2
Rock Island.....	94	98
Fort Wayne.....	98 3/4	99 3/4
Illinois Central.....	121	ex. div. 119

The advance here indicated, though considerable, is yet regarded among the cliques as only the beginning of the rise, and a further large advance is counted upon as certain.

It must, in fairness, be said that, in this case, speculation is not without some basis in fact. The condition of our railroads has very materially improved within the last four years. At the close of the war, this fact was generally recognized, and hence railroad stocks did not decline in proportion to the fall in the premium on gold.

The doubt, however, was very generally entertained that the improvement might be largely due to the diversion of traffic from the Mississippi, and to the large military transportation; and hence there was an indisposition to invest in this class of securities until it was ascertained whether transportation would return to its former channels, and the earnings of the roads consequently decline. After waiting for these results for at least twelve months, they are not found to appear; but, on the contrary, the earnings of the leading lines continue at about the highest figures of war times, while the expenses of the roads are diminished.

A statement compiled from the latest reports of the roads of the Eastern, Middle and Western States, shows that the earnings upon 8,232 miles is \$159,194,587, or \$19,337 per mile. The expenses aggregate \$102,497,917, or \$12,451 per mile; the proportion of expenses to gross earnings being 64.39 per cent.

The profits, or net earnings, amount to \$56,696,670, or \$6,886 per mile. The average rate of profits upon the capital invested on the roads is about 11 1/2 per cent. Of the thirty-seven roads, only seven failed to pay dividends; two paid 3 1/2 per cent; one, 5 per cent; two, 6 per cent; two, 8 per cent; one, 8 1/2 per cent; three, 9 per cent; thirteen, 10 per cent; two, 12 per cent; one, 15 per cent; one 30 per cent; and two, 35 per cent.

These are certainly extraordinary facts, and show that the railroad interest is now assuming a permanent dividend-paying condition. While, then, there is, perhaps, little danger of loss from buying railroad stocks at present prices; yet, speculative purchasers need to be cautious about committing themselves to much higher prices.—*Economist*.

A Powerful Source of Artificial Light.

By WM. H. HARRISON.

One of the most brilliant discoveries made within the last few years has just been made public by its inventor, who has not only discovered a new principle in electrical science, but has applied it to the construction of a machine which, by means of the carbon points, will give light of much greater brilliancy than has hitherto been produced by man. The present apparatus is made on a grand scale, but it remains to be seen whether a small machine cannot be made to work by hand, whereby the electric light can be produced at the mere cost of the labor and the carbon electrodes. So powerful is the current of electricity evolved by the present apparatus, that ordinary photographic paper, at two feet distance from the light, blackens in twenty seconds to the same degree that it will darken by exposure for one minute to the direct rays of the noon-day sun on a clear morning in the month of March.

This invention was first made known to the public by Professor Faraday, a week or two ago, at a meeting of the Royal Society. The paper containing the information was a very long one, sufficient to fill more than a whole number of this *Journal*, and was written by the inventor, Mr. H. Wilde, of Manchester. Some notes of the substance of its contents, and the marvelous effects produced by the powerful currents evolved by the apparatus, will be of interest, considering the promise of the invent on when regarded from a photographic point of view.

Mr. Wilde first made a large hollow metallic cylinder, with sides of iron, separated by a thick diaphragm of brass. This composite cylinder had its metallic parts bolted together by screws of brass. Permanent magnets could be placed over the cylinder, so that their poles would bite and make good contact with the opposite iron sides. The internal diameter of the cylinder was 1 1/2 inch. The four or five horse shoe magnets which could be placed over it, each weighed about one pound, and would each sustain a weight of ten pounds. Thus, when the magnets are mounted over the cylinder, the two iron sides of the latter become virtually the poles of one very powerful magnet. The armature is a long solid bar of soft iron, made to revolve inside the hollow portion of the cylinder. This solid bar has a deep longitudinal groove on each side of it, in which groove the insulated wires of the armature are placed, so that the latter has still a cylindrical form externally. It will be noticed that this arrangement is, in principle, that of the ordinary magneto-electric

tric machinet though somewhat differing in form from those of the usual construction.

With apparatus thus arranged, Mr. Wilde connected the terminal wires of the armature with a common tangent galvanometer, to measure the electricity evolved as each permanent magnet was added to the outside of the cylinder. He found that the electricity produced was in direct proportion to the number of magnets on the cylinder. But now comes the wonderful part of the discovery. When the induced current of electricity from the armature was passed round an ordinary electro-magnet, the soft iron bar, the latter actually lifted 178 lbs., whilst the four permanent magnets on the cylinder, the original source of the power, would only lift a weight of 40 lbs. The effect here produced seems to be out of all proportion to the cause, and it will be seen what an important bearing the discovery has upon the law of the conservation of energy. Having made this first step, Mr. Wilde constructed a second cylinder, larger than the first, and placed outside it electro-magnets instead of permanent magnets, the two machines being then worked together, and the current generated by the first being employed to excite the electro-magnets of the second. By this arrangement twenty-four inches of No. 20 iron wire, 0.04 inch in diameter, were made red hot. Lastly, a machine with an iron armature ten inches in diameter was made, the total weight of the whole apparatus being four and a half tons. The three machines were then made to work together, the armature being driven, as before, by steam power, the results proving most astonishing. Pieces of cylindrical iron rods, each a quarter of an inch in diameter and fifteen inches in length were melted by the current, which also melted seven feet of No. 10 iron wire, 0.065 of an inch in diameter, and made twenty-one feet of the same wire red-hot. Mr. Wilde says: "The illuminating power of the electricity from the intensity armature is, as might be expected, of the most splendid description. When an electric lamp, furnished with rods of gas-carbon half an inch square, was placed at the top of a lofty building, the light evolved from it was sufficient to cast the shadows from the flames of the street lamps a quarter of a mile distant upon the neighboring walls. When viewed from that distance the rays proceeding from the reflector have all the rich effulgence of sunshine. Lastly, as already stated, photographic paper is blackened in twenty seconds by this artificial light, to the same extent that it can be darkened by sunlight in a minute."

Such is the substance of the wonderful discovery made by Mr. Wilde. It is evident that its value to the photographer is a question of expense, there being no doubt as to its utility. As the most economical proportions of the parts of such machines become better known by experience, it is to be hoped that the maximum of light and minimum of mechanical power, will be so altered from their present relative positions that the invention will be, to some extent, available to the photographer, and render him more independent of the weather. With the exception of the mechanical power, the expenses connected with the working of the apparatus are nominal. Ordinary wear and tear, the consumption of the carbon points, and the gradual burning away of the contact places of the necessary commutators, are inexpensive items, offering no impediment to the general use of the machine. Whether the expense of the mechanical power can be so reduced as to make

the invention commercially available in the photographic world, is the only question hanging over the practical application of this, one of the noblest scientific discoveries of modern times.—*British Jour. of Photography.*

Minerals and Mines of the Far West.

Between the 105th meridian of western longitude and the Pacific ocean, between the British possessions north and the confines of Mexico south, lies that region of the United States to which most appropriately belongs the title of the "Far West." This vast region which equals in extent half a dozen European kingdoms, has an area of nearly a million square miles, and contains within its borders the following States and Territories—California, Oregon, and Washington Territory on the Pacific, Idaho and Montana contiguous to the British Provinces, part of Dacotah, Colorado, and New Mexico toward the east, and in the centre and southwest Utah, Arizona, and Nevada—all certain, in a not very remote future, to exercise a marked influence over the destinies of the American Republic, and on the monetary affairs of the civilized world.

The region of the "Far West" is traversed by four great mountain ranges, which, wherever explored, have been found singularly rich in mineral resources. These ranges, though wide apart, are known by the common name of the Rocky Mountains. They are a continuation of the Mexican Cordilleras, and their general course is northwest and southeast, but their spurs and lateral ranges have various directions to which no single description will apply.

The most eastern range, after passing through New Mexico, Colorado, Decotah, and Montana, enters the British territory and terminates at the Arctic Ocean in latitude 70° north. This is the principal range, and that to which was originally applied the name of the Rocky Mountains. The central, or Wasatch range, runs from the borders of California through Utah and Idaho, where it connects with the east range in latitude 43° north. The third range, called in one part the Sierra Nevada Mountains, in another the Cascade Mountains, traverses California, Oregon, Washington Territory, and British Columbia, until it reaches Prince William's Sound, and there attains a greater elevation than any other mountain of the North American continent. The fourth, or most westerly range, known as the Coast Range, keeps all through its course within a short distance of the Pacific, by many of whose creeks and bays its northern portions are penetrated. This chain extends from the southern extremity of the State of California, where it diverges from the Sierra Nevada range, to the Strait of Juan de Fuca, which separates Van Couver's Island from the main land.

Such are the great mountain ranges in which are emboweled the exhaustless and untold treasures of the Far West. Let us now take note of the altitude of their principal peaks ere we proceed to describe their geological and mineralogical features.

Though the Rocky Mountains cannot compete in altitude with the Himalays of India, or the Cordilleras of South America, yet several of their peaks tower to a great height above the level of the ocean. Mount St. Elias, which stands on the Pacific at the northwest extremity of the Sierra Nevada, has an elevation of 17,800 feet. Mount Brown and Mount Hooker, also in British

Columbia, respectively reach an altitude of 16,000 and 15,700 feet, while Fremont's Peak, in the Wind River range, rises to the height of 13,570 feet, and Pike's Peak in Colorado to that of 14,000 feet.

The general contour of the Rocky Mountains is extremely irregular. Many of them assume the Alpine character of rugged, precipitous peaks, and owing to their being frequently penetrated by deep transverse valleys and canons, they present that serrated aspect from which their Spanish name has been derived.

The prevalent rock formations of the several ranges are the metamorphic gneiss, granite, porphyries, and micaceous and talcose slates, the two last mentioned being most common in the western ranges. The granites are in general highly fels-pathic, and it is these and the other metamorphic rocks which contain those rich metalliferous veins of whose nature and value we shall presently have to treat in detail.

The ridges composing the different chains are separated by valleys, some of which are of extraordinary fertility, and well calculated to reward the labors of the agriculturist; while between the great chains themselves lie the vast tracts of table land, elevated from 3,000 to 4,000 feet above the level of the sea.

A brief notice of the botany of the Far West will suffice for our purpose. Below the line of perpetual snow the mountain sides are generally covered with spruce, balsam fir, and pine, which, lower down, become intermixed with beach, birch, and various other trees. The plains, where not desert, are usually clad in that species of grass peculiar to the prairies, and along the river banks groves of willow and cotton-wood are frequently to be found, while in certain districts flowering plants so abound that when in full bloom they give to the country the appearance of a vast garden.

The principal channels by which the waters of the Far West find their way to the ocean are those of the Rio Grande, the Columbia, Colorado, Sacramento, and San Joaquin rivers. The Rio Grand has its source in the eastern range of the Rocky Mountains, in latitude 36° north, and, after a course of about 1,800 miles, flows into the Gulf of Mexico in latitude 25° north. Its general direction is southeast and east, and it is navigable for small steamers for 450 miles from the sea. The Columbia river issues from a small lake on the western slope of the Rocky Mountains, in latitude 50° north, and longitude 116° west. Its course is in general northwest and south, till it reaches the 46th parallel of latitude whence it runs due west to the Pacific. At the distance of 30 miles from its mouth it expands into a bay from three to seven miles wide, and is navigable for vessels of considerable burden for about 140 miles. The entire length of the Columbia is 1,200 miles, and its principal tributaries are Flat Bow, Lewis Fork, and Snake river. The main branch of the Colorado river, called the Green river, has its source in the Wasatch Mountains, in latitude 44° north. Thence it flows in a southwesterly direction through Utah, Arizona, and along the borders of California to the Gulf of California. It is over 1,000 miles in length and is navigable to Callvide, between which and San Francisco there is now regular steam communication. The principal tributaries of the Colorado are the Virgin, White, and Gila rivers. The Sacramento and San Joaquin rivers are the great drainers of the central valley of California. The former has its source in the northeast

corner of the State, and the latter in its southern extremity, but both in the Sierra Nevada Mountains. The general course of the Sacramento is southeast until its junction with the San Joaquin; that of the San Joaquin, after it issues from Lake Tulare, is northwest. From their junction, however, which takes place about 50 miles east of San Francisco, their course is due west to the point where they discharge their waters into the Bay of San Francisco. The Sacramento and San Joaquin are each about 350 miles in length, and are navigable for large vessels, the one to Sacramento and the other to Stockton, which stands nearly the same distance from the sea. The principal tributaries of the Sacramento are Pitt river and the Feather and American rivers, while the most important affluents of the San Joaquin are the Mariposa, Merced, and Tuolumne rivers.

The Colorado, the Sacramento, and the San Joaquin are the great channels by means of which the inhabitants of the mineral regions of the Far West hold communication with the outside world, and transport their treasures to the commercial capitals of both hemispheres; but there are other modes of traveling to and from said regions than those which we have pointed out, namely, the great inland routes. From Salt Lake City, in Utah, for instance, to Atchison, in Kansas, there extends a vast stage line, over 1,200 miles in length, from the western extremity of which branch lines run in various directions—one due north for 450 miles to Virginia City, Montana; another northwest for 450 miles to Boise's City in Idaho; while a third runs southwest by Virginia City, Nevada, and Sacramento City to San Francisco, a distance of 850 miles. The average time of travel over these routes is at present as follows: from Atchison to Salt Lake City, 14 days; from Salt Lake City to Virginia City, Montana, and Boise's City, Idaho, six days; and from Salt Lake City to San Francisco, seven days. [Bayard Taylor.]

THE VERMILLION GOLD MINES.

Return and Favorable Report of the Minnesota State Geologist.

[From the St. Paul Press July 17]

Professor R. M. Eames, Assistant State Geologist, returned from the Vermillion Lake Mines on Thursday, where he has been engaged for two months in a thorough and final exploration of the mineral region around Lake Vermillion, to which he had previously paid two visits, the first being rewarded with the discovery of gold bearing rock, and the third and last resulting in the complete authentication, as far as geological indications go, of the abundance and paying value of the mineral deposits of that region. Mr. Eames found only some five or six of what are called the true fissure veins, crossing the slate laminae at right angles, and which Professor Chase regarded as the only real depositories of gold in paying quantities. Most of the veins belong to the class known as fissures running parallel with the lamination of the slate, but they are generally A veins—that is to say, increasing in width downward—and so far from being destitute of gold or silver in paying quantities, are, Mr. Eames says, nearly as rich in these metals as the true fissure veins, while they are much more easily and profitably worked. A great deal of work has been done by the miners, the result of which has been in many cases to expose the veins to a sufficient depth to show their real character. One vein or fissure, for example,

which is three and a half feet on the surface, at the depth of forty feet reached a width of eleven and a half feet. The veins are from a few inches to three or four feet wide on the surface, and expand at an angle of about 85 degrees, the walls being perfectly well defined.

The contents of these veins are white and granular quartz, highly crystalized and very rich in metal, and translucent quartz. These fissures will yield gold and silver in quantities which will abundantly pay for working. They are easily traced for a distance of a mile and a half. The auriferous district however, is limited in extent, and its geological limits were distinctly traced in the surrounding rocks which inclose a gold bearing district of about fourteen miles long and eight in width. It is of course possible the formation may reappear in another locality.

The gold fields of Minnesota are, perhaps, more extensive than would be supposed from the above article, and their discovery is not as recent as it would lead us to believe. Vermillion lake is on the northern water-shed of the continent, being north of Massabay Heights which commence at the mouth of Pigeon River, on the north shore of Lake Superior, and runs almost due west, separating the waters that fall into the lakes and the Mississippi from those that empty into Hudson's Bay, and at near the 95° of longitude, making a detour to the south, and this again dividing the waters of the Mississippi and those of the Red River of the North. It is geographically situated between the 92° and 93° of longitude and the 47° and 48° of latitude. The great difficulty that will have to be contended against in the development of its mineral wealth is the lack of transportation.

Col. CHARLES WHITTLESEY, U. S. A., in his Diary of Explorations, in 1848, says of this region, that "I have already stated there is a large area in Minnesota where the rocks which are not concealed by drift materials, answer to the gold bearing series. Unfortunately they seldom rise above the water level. On Vermillion Lake and River where they are better exposed, the aggregations of quartz and pyrites are in a favorable form to carry the precious metals.

"Ledges, flattened layers and plates of quartz have proven in other countries to be richer than fissure veins. Of the value of this region as mining ground I am not able to express an opinion for the reason that little is known of the continuity of the quartz beds the per cent. of metal or the expense of working. Mines of gold which always include some silver are proverbially irregular in their contents."

Lafayette, Indianapolis and Cincinnati Railroad.

We notice that the management of the Lafayette & Indianapolis railroad has passed into the hands of the Indianapolis & Cincinnati railroad. The road has been leased for the term of twenty years. The public generally will be much pleased with this change.

The able management of the Indianapolis & Cincinnati railroad has made it many friends, while there are some circumstances connected with the management of the Lafayette & Indianapolis railroad which have met the condemnation of the public. By the present arrangement more regularity will be insured in the running of trains, thereby preventing accidents, and more fully meeting the wishes of travelers. This road, with its connections, now forms a very desirable route to the south and east. With a fine roadway kept in perfect repair, clean, comfortable and luxuriously furnished coaches, and careful, gentlemanly conductors, we know of no road more worthy of public patronage. In going East this route offers its attractions, by making close connection at Cincinnati with the Baltimore & Ohio railroad, *without change of cars*, giving to the business man and the tourist quick time, saving all annoyances of frequent changes, and passing over one of the grandest scenic routes in the United States. Some weeks since when mentioning the connection made, *under the same depot*, of this road and the Baltimore & Ohio, we advised travelers to take it in preference to all others, and would now reiterate that it is the cheapest, most comfortable and desirable route to the eastern cities.—*Lafayette Commercial*.

Altitude.

The *Aurora Union*, in referring to the assertion of the *Meadow Lake Sun*, that it was published at an altitude of 7,000 feet, being the highest point at which any paper in the world was published, says that *Aurora* has an altitude of 7,468 feet, and is consequently higher than the "*Sun*" by 468 feet; but the *Sun* rises and now says that accurate surveys show that Meadow Lake City has an elevation above the sea of 9,700 feet. It says it will modify its first statement a little, and announce that the *Sun* is published at a higher altitude than any other paper on the North American continent. Its modification is very proper, and we believe its assertion correct; but if we examine our geography, we learn that there are large cities in South America much higher than Meadow Lake, and we presume have newspapers published in them. The capital of New Granada, Bogota, is near 9,000 feet high; Quito, in Ecuador, is 9,543 feet; Cerro de Pasco, in Peru, one of the richest mining cities in the world, is on a table land varying from 12,000 to 14,000 feet. Cuzco, one of the most ancient cities of the Republic, and the former seat of the empire of the Incas, has an elevation of 11,300 feet. Here are ancient ruins of great grandeur, including the cathedral, fortress and convents, and a magnificent stone highway, which it is said once reached to Lima, four hundred miles distant. Cuzco has still a number of churches and convents, with several monasteries, collegiate schools and a university. Manufacturing is still extensively carried on, and it is noted for its works of fine arts. It of course has its newspapers and printing establishments. Potosi, in Bolivia, so long celebrated for its rich silver mines, and at one time having a population of 150,000, still a large city, is built on the northern declivity of Cerro de Potosi at an altitude of 13,694 feet. It contains many elegant public buildings and a magnificent government palace. The city of La-Paz-de-Ayacucho is built at an elevation of 12,195 feet, and is on one of the sources of the Amazon. The city is built on both sides of the stream which is crossed by nine fine bridges. It contains a noble cathedral,

fourteen churches, a university, a college of sciences, a law school, a school of mechanic arts, etc. It has a great trade with the port of Arica and its surrounding country. There are several other important and populous towns in Bolivia of altitudes varying from 9,000 to 13,000 feet. There are cities in Mexico of great elevation, but none of importance reaching 9,000 feet. The City of Mexico stands at an altitude of 7,426 feet.—*Reese River Review*. June 29.

The Mississippi Levees.

Congress has seen fit to withhold the appropriation of money for the reconstruction of the broken levees on the Mississippi River, and thereby millions of acres of the most productive lands in the country are resigned to the floods for another year, and the vast revenue from their products lost to the Treasury. It is to be hoped that our representatives will, during the recess, examine the whole subject of the protection of the valley of the Mississippi from overflow.

It will not attain the object to appropriate or loan money to the States for the prosecution of this work; that has been tried in better days and failed. In 1850, Congress granted to the States in the valley of the Mississippi all the lands subject to overflow, with the express provision that the proceeds of the sale thereof should be applied exclusively, as far as necessary, to the purpose of reclaiming and protecting said lands by means of levees and drains.

The value of these lands was sufficient to levee the banks of the Mississippi thirty feet high from the Gulf of Mexico to St. Louis, but the munificent donation was squandered, parceled out to ruling politicians, who were thus made wealthy, and who subsequently employed their ill-gotten gains to incite and carry on rebellion. If confiscation is to be enforced, here is a proper field for its application. At least the title to such portions of these lands as yet remain unsold should be resumed by the United States Government, and, after reclamation and protection, sold for the benefit of the levee fund.—*Tribune*.

This is a great misfortune. We are not now in a state of war, and we should not be governed by the arguments which that condition of the country would not only justify but made imperative. The whole country is ours, and it should all receive that fostering care and protection that its necessities demand. We think the radical leaders committed a political error when they opposed it, especially with such arguments as those attributed to Mr. Stevens and Mr. Banks. The first urging "that although he had no desire to hang rebels, yet if God Almighty chose to drown them he did not know that he had any objections!" while Mr. Banks sought to defeat a great national necessity, because "when he undertook to repair the levees, the rebels shot his workmen."

Would it not be well to dam the Mississippi and force its waters into the basin of the Lakes, to erect a high partition between us that should prevent the fattening rains of heaven from falling upon their lands, or the genial, life-giving rays of God's glorious sun from shining upon them?

Lumber Boom on the Susquehanna.

The ancient city of Williamsport is situated on the West Branch of the Susquehanna River, thirty-eight miles above the junction of the North Branch. It is peculiarly flourishing, the county seat of Lycoming county, and the principal lumber producing mart east of the Alleghenies. Nearly one hundred and fifty millions of feet of lumber are annually manufactured here, with a constantly increasing sum of production. The building of many new saw mills was commenced in 1864, and will be adding already to the immense amount of manufactured lumber during the present year.

The "raft boom" is located on the South Branch of the Susquehanna, beginning about four miles above the city, and extending up the river a distance of six miles. No mere description of this boom can give a just idea of its immensity and utility. A series of piers are built midway in the river which are filled with stone. To these are fastened with heavy chains a kind of floating raft, which at the upper end of the "boom" may be moored to the shore or moved out at pleasure. Logs are cut in the counties of Center, Clinton, Clearfield, Elk, McKean, etc., hauled to the river, and rolled in, each having the owner's recognized mark. These logs make their way down the stream, and when they reach the head of the "boom" men are constantly on the alert to see that they find their way into the floating timber forest. At the present time it is estimated that there are 50,000,000 logs in the boom, which when sawed will yield 300,000,000 feet of clear stuffs. Over 100,000 men are constantly engaged in cutting logs in the pine forests floating them to the boom, rafting them out, sawing them and sending the lumber to market. To this "boom" is Williamsport indebted for its great and growing prosperity.—*Phila. Press*.

The Tunnel under the English Channel.

The idea of placing England in direct communication with France by means of a tunnel under the English Channel is by no means a new one. There have been several propositions for effecting this object, but they have all fallen to the ground either from lack of the practical element in the schemes themselves, or from the inability of those who proposed them to convince the public of their value and utility. The matter, however, is now once more broached, this time by one of our leading engineers, from whom we do not expect failure in carrying out his plans if he once pronounces them to be practicable.

Mr. Hawkshaw is, we understand, at present engaged in solving the long-talked-of problem of a sub-marine road to the continent. This, however, is not an entirely new question with that gentleman, as he has long contemplated the work in question, and for the past two years he has actually been engaged on a series of geological investigations of the localities. The neighborhood of Dover is the scene of some of the operations, numerous borings having been there taken. By the courtesy of the French Government the ground has also been tried between Calais and Boulogne, whilst Mr. Hawkshaw purposes during the present summer to carry out some explorations in mid channel. These trials will afford a positive knowledge of the nature, extent, and thickness of the strata to be dealt with. When the borings which are now in progress are completed, and data thereby ob-

tained whereon to proceed, the details of work will be determined upon, and in all probability, the work at once commenced. The proposition is, we believe, to carry on the excavation simultaneously from both ends of the tunnel, as well as from shafts sunk through the bed of the channel. Steam engines will be placed at the top of the shafts for pumping and for working the excavating machinery. The advantage of an unbroken line of railway communication between London and Paris will result if the work is successfully carried out. The tunnel will communicate with the lines of the southeastern and the London, Chatham, and Dover companies on our shores, whilst at the other end it will be connected with the Northern Railway of France. This would render it unnecessary to establish the gigantic steam ferry to carry trains between Dover and Calais, for which, we believe, powers have been obtained. Considering the tunneling schemes which are now being carried out with spirit on the continent and in America, we see no reason why the English Channel should not become an accomplished fact. The Thames tunnel was considered an impossibility until Brunel practically proved to the contrary. So it is possible that in a few years we may class a submarine road to the continent with our other great engineering facts.—*Mechanic's Magazine*.

Gauleing Railway Directors.

The *New York Journal of Commerce* scolds most of the other journals because they call on the legislature to "pass a law" to prevent railway directors managing their concerns solely with a view to their private speculations in the stock market; and also call on Congress to act in the matter if state legislatures longer neglect it. Not that the *Journal* disapproves as to the practice of directors; on the contrary, it gives a worse account of them than we have seen in any other journal. It says that they deceive green stockholders to induce them to sell at a sacrifice, or to buy at a sacrifice; and have their agents to cover the actual transactions, so that no "law" can reach them. Moreover, the politicians would not remedy the evil, but increase it, being worse than the directors. To judge by the *Journal's* representation one would suppose that these men generally are such as would have been highwaymen two centuries ago, but ply a safer if not honest trade now. It charges that they allow the tracks to be worn out, the bridges to rot, and the rolling plant to become rickety and unsafe, in order that they may make dividends to deceive the inexperienced, and sell their stock at high prices. This, it says, is the fault of the lazy shareholders, who ought to look out for their own interests and duties, and get better men than the Schuylers, and others not yet detected. If the shareholders, whose interests are sacrificed by these wolves in men's skins, will not stop the waste and slaughter, much less will the politicians stop it.

We fully agree to this useless advice which the *Journal* gives to the stockholders, and they will heed as much as a fine lady heeds advice to look her store-room, and watch her servants. And we go further, and advise the citizens to send honest men to legislature and congress, which advice they will heed after a few more civil wars, and taxation that takes the whole of private incomes, instead of a third or half of some of them. When they send men of business, instead of politicians by trade; men of science and literary talent;

men educated in schools and colleges, instead of grog-shops: there will be a rational view of injuries, and a just compensation for them, instead of violent and impotent threats of punishment for manslaughter, such as we have had for many years. Then these lazy stockholders will wake up, and look for men of talent and honesty to manage their railways; and the brokers, and gamblers and book-keepers will no longer be boss-engineers, and waste and ruin the property and kill many people.

This is the key to reform: make the shareholders pay for the people killed, maimed, bruised, and otherwise damaged. No ill feeling about it; but make it a matter of insurance, and profit or loss; then it will be attended to in a business and not in a gambling way.—*Artisan*.

RAILROAD ITEMS.

A FEAT of almost unrivalled traveling was recently accomplished on the Great Northern Railway. On the occasion of the late fire at Newcastle, when the safety of the high-level bridge was endangered, a telegram was sent to London requiring the attendance of Mr. Harrison, the engineer of the Northeastern Railway Co., and that gentleman was conveyed by an engine belonging to the Great Northern Company from King's Cross to York, a distance of 191 miles, in 3 hours, 43 minutes, including a stoppage of 8 minutes at Newark for water and lubricating the engine. *Mechanic's Magazine*.

FOX RIVER VALLEY RAILROAD.—The *Aurora Herald* says the surveyors are now passing over this road, and it is expected that the survey will be completed in the course of another week. After estimates for the cost of the road are made, the towns and counties bordering this proposed line of railway will be asked to appropriate money to assist in building the road, and probably special elections will be held for that purpose in the towns and counties interested, to test the willingness of the people toward making the appropriations.

FROM the California granite quarries the latest is that at the States quarry a blast was recently put in which threw out one piece of granite, without seam or flaw, 90 feet long, 60 feet deep, and 24 feet thick. It is doubtful if there is another quarry known where so large and perfect an ashlar could be obtained. The granite is for the new State capitol, and it is estimated that this piece will, when divided, furnish enough stone to more than half complete it.

—The good people of Davenport are jubilant over the fact that the bills providing for the erection of the Arsenal on Rock Island, in accordance with the plans prepared by Gen. Rodman, and for the removal of the existing bridge across the Mississippi at that point, and the building of another structure, with free carriage and foot roads, have been passed by Congress and approved by the President.

CHIEF CLERKSHIP OF THE PATENT-OFFICE.—Mr. Thomas Harland has resigned the Chief Clerkship of the Patent Office, and has received the appointment of Deputy Commissioner of Internal Revenue.

Of 220,000,000 passengers on British railways during the year 1865, only 15 were killed by accident.

ACCORDING to a recent report of Dr. Hayes, State Assayer of Massachusetts, the gold mines of New Hampshire are found to yield, per ton, \$867 in gold; the mixed quartz, talcose slate, gozzan, pyrites, etc., yield, upon analysis, \$310 42 per ton.—*Artisan*.

The gold bearing rock extends over large tracts in New Hampshire and Vermont, and if the yield is half as great as above stated, we will soon have an influx of the precious metal from this source.

FRANCE will this year produce on her own soil more beetroot sugar than sufficient for her consumption. The quantity trade to the end of March from the beginning of the season was 259,599 tons, or an increase of 114,810 tons over last year.

By a very simple apparatus, invented by Captain Anderson, every part of the bottom of the Great Eastern was thoroughly scrubbed before she started on her present expedition. How much this was wanting may be judged from the fact that in many parts the mussels were in clusters of more than two feet thick upon her.

Additional rails have been laid on the Bellefontaine Railway line, so that the cars of the Atlantic and Great Western Railway now pass from Salamanca to Indianapolis. Through passengers make but one change of cars on this route between New York and Indianapolis.

THE Vermont Central Railroad is building a new station at Burlington, which will cost \$50,000. It will front on Lake Champlain, and will be one of the finest structures of the kind in the country. Its dimensions are 204 feet by 128, and it will have two towers 72 feet in height.

A CURIOUS invention is to be tried in Paris. An iron tube is to be run up the side of those trees in the public gardens which require constant watering in summer. Up this tube water is to be forced, so as to produce an artificial shower when needed.

A dispatch to the 25th inst. from St. Paul states that iron has arrived at that point to complete the Pacific road to St. Cloud, and the Central road to Owatonna. Both points will be reached in a month. The Minnesota Valley road is also track-laying.

FOUR new factories are now building in Fall River, and shortly the number of spindles in that growing city will equal those of Lowell.

The first 35 miles of the south end of the Iowa Central R. R. commencing at the north end of the North Missouri Railroad, is now under contract.

The Iowa and Minnesota Railroad has been located from Des Moines to Ames Station, instead of Nevada. It passes through Polk City. Work is to be immediately begun.

THE Trinity Church property in New York yields an income of \$1,300,000 per annum.

THE coal field near Pekin (China), is 300 square miles in extent.

MONEY AND COMMERCIAL.

The quietness of general business and the absence of all pretence to speculation has given us during the week past a dull money market. Balances generally have increased, and currency is in good supply. Money is freely loaned on satisfactory paper at 8@10 per cent.; names not known, however, are difficult to negotiate. The speedy close of the European war has not only astonished the world, but has disappointed the expectations and hopes of many in the speculations resulting from the state of war. The effect upon the industry of Europe of massing such vast armies, necessarily must be to reduce its productive capacity. This, however, in the agricultural districts is not so great an extent, as it would be in this country, for the women, even when the men are at home, share the labor of the field. We cannot therefore, count on this as a cause for speculative prices in produce. The general dullness has extended even to the gold room, and prices are drooping. The range of the market for the week has been as follows:

	Opening.	Highest.	Lowest.	Closing.
July 24.....	150	150 1/2	150	150 1/2
" 25.....	150	150 1/2	149 1/2	149 1/2
" 26.....	149 1/2	149 1/2	149 1/2	150 1/2
" 27.....	149 1/2	150 1/2	149 1/2	150 1/2
" 28.....	150 1/2	150 1/2	150	150 1/2
" 30.....	149	149 1/2	147 1/2	147 1/2
" 31.....	148 1/2	149 1/2	148 1/2	149
Aug. 1.....	149	149 1/2	148 1/2	148 1/2

The supply of Exchange is good and the market easy at quotations:

	Buving.	Selling.
New York.....	par@50 prem.	1-10 prem.
Philadelphia.....	par@50 prem.	1-10 prem.
Boston.....	par@50 prem.	1-10 prem.
Gold.....	147 1/2	148 1/2@148 1/2
Silver.....	136@137	139 @140

The great feature of the week has been the successful laying of the Atlantic Cable, bringing us in daily and immediate connection with the markets of the old world. Of the New York market the *Tribune* says:

Money is offered in abundance at 4@5 per cent, and stock houses make up their accounts with unusual ease. In commercial paper no change of consequence. Best names pass at 5 per cent, good at 5 1/2@6 1/2.

The disposition with money lenders is to make short engagements at low interest, and money at call promises to rule low during the next four months. Congress has adjourned without taking an important step toward reducing the volume of the currency, and the effect of this neglect will be soon apparent in the form of speculations of all kinds. A part of the advance of this morning is to be attributed to the European news, but the chief element of strength in stocks is to be found in the certainty of cheap money and crops enough to give the railroads large earnings and the resulting confidence of the public.

Government stocks took a sharp upward turn, under the London quotations. The 6s of 1881 rose 1/2; old 5 20s, 1 1/2, new 1/2, 10-40s 1/2, and 7 30s 1/2, with a strong market at the prices. In State bonds and bank shares little done. The small stocks were quite active; Western Union Telegraph sold at 57 1/2, and Mariposa Preferred to 26 1/2. Upon the street early in the day a general advance was shown upon railway shares but at the regular call, under few sales to realize profits, a part of the

improvement was lost, but as compared with Saturday, an advance of $\frac{1}{4}$ @ $\frac{1}{2}$ was retained upon the active list. After the call the market was firm, and 102 $\frac{1}{2}$ paid for Rock Island and 102 for Fort Wayne. Erie rose to 65 $\frac{1}{2}$, and was in good demand. At the Second Board the market was active and all the leading shares were higher. Erie sold at 66 $\frac{1}{2}$; Rock Island, 102 $\frac{1}{2}$; Fort Wayne, 102 $\frac{1}{2}$. After the call the market was dull and steady, and closed firm at quotations: Cumberland Coal Co. Preferred, 52 $\frac{1}{2}$ @53; Western Union Telegraph Co., 56 $\frac{1}{2}$ @57; Quicksilver Mining Co., 51@51 $\frac{1}{2}$; Mariposa Mining Co., 12@12 $\frac{1}{2}$; do. Preferred, 26 $\frac{1}{2}$ @27; New York Central Railroad, 105@105 $\frac{1}{2}$; Erie Railway, 66 $\frac{1}{2}$ @66 $\frac{1}{2}$; Hudson River, 119 $\frac{1}{2}$ @119 $\frac{1}{2}$; Reading Railroad, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$; Michigan Central Railroad, 110 $\frac{1}{2}$; Michigan Southern and Northern Indiana Railroad 84 $\frac{1}{2}$ @84 $\frac{1}{2}$; Illinois Central Railroad, 123@123 $\frac{1}{2}$; Cleveland & Pittsburg Railroad, 86 $\frac{1}{2}$ @87; Chicago and Northwestern Railroad, 36 $\frac{1}{2}$ @36 $\frac{1}{2}$; do Preferred, 66 $\frac{1}{2}$ @66 $\frac{1}{2}$; Cleveland and Toledo Railroad, 115 $\frac{1}{2}$; Chicago and Rock Island Railroad, 102 $\frac{1}{2}$; Pittsburg, Fort Wayne and Chicago Railroad, 102 $\frac{1}{2}$.

The bank statement shows a small increase in loans, a decrease of \$300,000 in circulation, a decrease in specie with a large gain in legal tenders. The deposits are also increasing.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:40 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:40 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:40 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:21 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:29 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:00 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	6:30 A. M.	6:30 A. M.
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 P. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:00 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

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OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

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[Aug 2, 1875]

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The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

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OIL LANDS

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CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

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THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1.	10 in. Diam., 9 in. overall,	\$10 per set of 4 springs.
2.	10 " " 6½ " "	35 " "
3.	8 " " 11 " "	36 " "
4.	8 " " 9 " "	35 " "
5.	7½ " " 6½ " "	30 " "
6.	10 " " 8 " "	40 " "
7.	7½ " " 8 " "	35 " "

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Eastern Cities, Towns, Villages
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Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

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The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

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From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

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*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

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H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Ovington and Lexington.

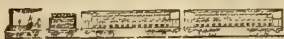
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves	INDEPENDENCE	9:40 A. M.	10:50 P. M.
	HAMILTON	10:30 "	11:53 "
	DAYTON	12:05 "	1:10 A. M.
	SPRINGFIELD	12:55 "	2:13 "
	MARION	1:50 P. M.	2:40 "
	URBANA	3:14 "	4:09 "
	GALLIA	4:55 "	5:25 "
	MANSFIELD	5:45 "	6:30 "
	AKRON	6:42 "	7:0 "
	RAVENNA	9:25 "	10:15 "
	LEAVITTSBURG	11:30 "	11:10 "
	GREENVILLE	12:00 A. M.	12:35 P. M.
	MEADVILLE	1:10 "	2:5 "
	CORRY	2:35 "	3:31 "
Arrives	SALAMANCA	4:55 "	5:55 "
	NEW YORK	10:20 P. M.	1:00 "
	BOSTON	4:55 "	11:55 A. M.
	PITTSBURGH	2:20 A. M.	3:20 P. M.
	HARRISBURG	1:30 P. M.	1:40 A. M.
	PHILADELPHIA	5:35 "	6:40 "
	BAIT MORGAN	5:30 "	7:10 "
	WASHINGTON CITY	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. & Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

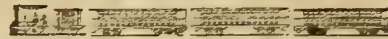
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULMER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 Foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats on by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 7:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—Fast Line, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:54 a. m.; Allentown at 11:22 p. m.; Easton at 11:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—Way Train, from Harrisburg, passing Reading at 10:4 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:30 p. m.

2:10 p. m.—Fast Mail, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.	4 35 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

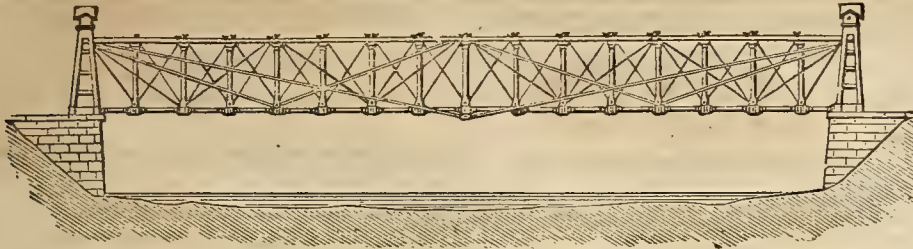
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation	5 15 P. M.	5 05 A. M.
Harrison Accommodation	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Corner, Sweet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central, Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore of the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City	7 00 A. M.	9 20 P. M.
Toledo & Detroit	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail	7 00 A. M.	5 25 P. M.
Richmond & Chicago	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City	3 40 P. M.	10 30 A. M.
Toledo, Detroit, & Canada	6 00 P. M.	10 30 A. M.
Hamilton Accommodation	6 45 A. M.	
Richmond & Chicago	7 00 P. M.	9 20 A. M.
Hamilton Accommodation	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

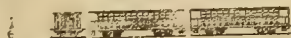
For St. Louis and Cairo	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo	at 7:15 P. M.	
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA, ILLINOIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield Quincy, Palmyra, St. Joseph, Atchison, K. T. at 5:0 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are at the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

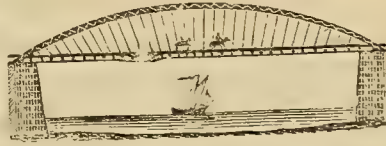
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal pig iron, refined with charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—from 1 1/4 to 24 inches in diameter, and branches for same, &c., &c.
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4:15 (Express Monday excepted), 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M. Leave Baltimore for North and West 7:35 A. M.; 9:20 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:25 P. M. Express.

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4:15 A. M. and 11:0 P. M. Leave Baltimore for Philadelphia at 8:25 P. M. Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:

THURSDAY, AUGUST 9, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:29 P. M.
Dayton & Richmond Accommodation.....	3:00 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:10 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:00 A. M.	4:30 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

The Oceanic Telegraph.

Considered as a strange and wonderful event, the completion of the Oceanic Telegraph is, no doubt, the most startling of this generation. In the first attempt, which was said to have sent messages across the Atlantic signed by the famous DE SANTRY, people were not altogether satisfied, that the messages had actually crossed the ocean by the electric wire, and their speedy and sudden termination left that question, in many minds, doubtful. Now, however, the public mind is entirely satisfied, that the oceanic telegraph is successful. After the success (which is the fact,) of several telegraphic wires, laid for hundreds of miles, under the seas, intelligent persons did not suppose a wire laid, and carrying messages under the Atlantic ocean, an impossibility; but, only that the difficulties and dangers in its way made its *practical* use very improbable. That improbability, considered in relation to time and utility, still remains. It will take months, if not years, to determine whether there are not invisible and unknown dangers to a wire laid under the Atlantic, which makes its success impossible? We shall not speculate upon this point; but, refer here to some questions which have come up of immediate interest.

1. Is the telegraphic wire on the bottom of the ocean, or is it suspended from point to point? The question is really of great importance; for if the telegraphic cable is only suspended in the water, it must be liable to much greater danger than if it lay on the ocean bed. The reason is obvious. If suspended, its weight alone is constantly pressing on its strength, and therefore constantly diminishing that strength, till at length it must break. Again, any floating body of magnitude in the water may strike it, and break it. Persons suppose, that whales and other large water animals may strike it. But, commonly this will not be the case; for these water animals will see and avoid it; on the other hand, as we see on the land frequently, whales and monsters of the deep may strike it accidentally, or great bodies of which we know nothing, may come up or be thrown up through water, by any uncommon commotion; and even a sinking vessel may strike and break it. It is plain, then, if this wire be simply suspended in the water, it is in a much more dangerous situation than if on the bottom of the ocean. But is it suspended? Mainly, we think not. In some places it may be; but, generally, we think it lies on the bottom of the ocean. That this is the case, there is pretty strong evidence. In the first place, what is the character of the ocean bottom? We know, by soundings, (for it has been sounded by United States vessels,) almost exactly what it is. The surface of the ocean bottom is a counterpart to that of the land. There are mountains, hills, ridges, rocks,

plains and vallies. After we get two or three hundred miles from the coast, the surface of the ocean bed is like the surface of the Mississippi Valley; diversified indeed, by many hills and variations, but on the whole a great plain, or the bottom of a great valley; but, there must be a great many hills and ascents, as we know from the facts attendant on the laying of the cable. Now, on the bottom of this great valley, the cable no doubt lies; but, ascending and descending over many slopes. Now, should there be any *narrow* vallies, with abrupt hill sides, the cable may cross them without touching bottom; though we cannot now know the truth on that point.

Now if we refer to the actual laying of the cable, we shall find much evidence on this subject. Mr. CYRUS W. FIELD, who will have the fame of this enterprise, gives a journal of the daily progress of the vessel and of the length of cable laid. We find from this journal, that the *slack*, that is, the *excess* of the length of cable laid over the distance passed by the vessel, is about 12 per cent., or nearly *one-eighth* of the whole distance. In crossing the ocean, therefore, the *length of cable* is about *three hundred miles* longer than the surface of the water. We see, therefore, that the length of cable laid in excess of the actual distance is amply enough to account not only for any elasticity of the wire, but for ascending and descending a large number of mountains, hills and ridges. And, in fact, there is no mode of accounting for so much *slack*, but by this very fact, that the wire has been taken over the actual inequalities of the ocean bed. The average depth of the central ocean may be taken at about *seven miles*. To have descended on one side and ascended on the other would have required but fourteen miles of slack; but, probably this operation was repeated several times, not at any time coming to the surface; but, coming probably within a mile or two of it. That the mountains and hills of the ocean bed do come to surface occasionally is proved by the Islands, which are only the peaks and tops of mountains emerging from below.

We conclude, therefore, that the telegraphic wire is mainly on the surface of the ocean bed, and therefore, much less liable to injury than if it were suspended for any considerable distance. If the cable rests, however, upon *sharp rocks* at any point in its length, it will be very apt to give way, before long. This is a question which nothing but time and experience can determine.

The next question, and by far the most practical one to outsiders is, will it pay? Not to the company, but to the world?—to the people? To mankind? Is its *utility* so great, as to counterbalance its cost? It is easy to show, that a banker drawing bills of exchange on Europe can make such an instrument, by saving interest, valuable to him. But, of

what use is it to the great public? We hesitate not in saying, that to the great public it is of no value whatever. Let us test this in two cases, which will cover most of the uses to which a telegraph across the ocean can be put. Take A., a merchant. He wants to know the price of goods or merchandise in Europe, as early as possible. Well, he gets the prices in one day, instead of ten. But, his neighbor B. gets them also. What advantage has he then? None. They are equal in getting information in ten days, and will be equal in getting it in one day. Take the next case, that of news. The newspaper press combine and get the news from Europe in one day, instead of ten. But, everybody has it; and we ask whether, for example, the news of the battle of Sadowa was any more interesting by getting it in one day, than it would have been in ten? We are persuaded, that on this head, there is a delusion. To the great public, the Ocean Telegraph is of no importance whatever. It is of no importance to any private individual, that the news, or market prices are brought in one day, or in ten days. But, there is certainly a class of persons (small in number,) who will profit by it. These are foreign bankers, importing merchants, etc.; and there is an occasional instance (but very rare,) in which it is important to a private person, to have intelligence of certain events conveyed quickly. On the whole, we think, the business of the Telegraph will, by no means, be large enough to justify the enormous prices charged for messages. The object of these high prices is, however, quite obvious. This company can enjoy a monopoly but a short time, probably not exceeding a year. They want to make money while the sun shines, and trust the great bankers, importers and newspapers will pay them enough in one year to make a speculation. Possibly so; but we doubt it. The monopoly, however, will be broken up. The Russian Telegraph line will probably be completed before winter; at any rate, next summer. That cannot be controlled by British or American monopolists. Another line will also, doubtless be made, by Greenland and Norway; and there will also be another line across the Pacific, by way of the Sandwich Islands, to China and India. Thus, the monopoly of the Atlantic Telegraph will be very brief; and whatever advantages may be supposed to flow from Ocean Telegraphs will soon be enjoyed by the whole world, at moderate expense. Whatever is to be popular, useful and advantageous to the whole world, must be cheap. Monopolies cannot long exist, and everything useful to mankind will soon be reduced within economical limits.

The amount of quicksilver exported from San Francisco during the first six months of 1866, was 17,427 flasks against 21,363 during the same period of 1865.

Notes of a Trip to Prescott, Arizona.

The correspondent of the *Reveille*, in the following article, has drawn the picture straight, without coloring or varnish. What a burlesque on the greatness and power of our government, to let a mere handful of savages control such a vast extent of country, full of mineral treasure, as well as rich in agricultural resources. But, even were it as barren as the desert of Sahara, belonged to the United States, and was populated by her citizens, they would be entitled to that same protection that is afforded in the most favored spot in the country. It may, however, be the policy of the government to use the Apaches as a sort of guard over its golden treasures, holding them in reserve until the time comes when it will be necessary to pay the national debt, when all that will be required will be to unlock their storehouse and cash the obligations. This is a pretty theory, but patient labor, skill, and the very life blood of valuable citizens is the only key that can set free the hoarded wealth. It is not aggregated in a single mass, but scattered in infinite small particles over a stretch of a thousand miles, and when the time comes that it is wanted, it will still be locked up in the fastnesses of the Sierras, unless a more humane policy is pursued. The entire Apache race, men, women and children, number not over six thousand, yet they hold this government at bay. Many of their leaders are sufficiently civilized to disguise themselves and visit the haunts of white men, learn of the movements of trains, emigrants, and troops, and then lie to the mountains to perfect plans of ambush, murder and robbery. They were never known to attack a party on the open plains, no matter how great the disparity of numbers; but in the narrow canon from behind a mass of rock, or at the bush fringed crossing of the arroya, a hundred murderous villains wait to shower their poisoned shafts upon two or three but too brave and careless white men. None are spared, except perhaps the tempting person of a young girl, who is carried off to a captivity and brutal embrace worse than a thousand deaths. Revolting as were the massacres of the Indians during the early settlement of our country, yet story has thrown around them a semblance of justification, and the sympathy of the world has been accorded the "last of the Mohicans," as, the departing shadows of illustrious but untutored greatness, and with Longfellow exclaim, "Lo! the poor Indian."

With the Apache, however, it is different. There is not one of them, dog, bitch or pup, on whom is not the stain of innocent blood—the blood of white men—any one of whose lives was worth more to the world than the whole Apache nation. Then why continue to "cast pearls before swine," to pet and present and coax and cajole the wolfish hounds. Let

them be treated by the government as they deserve, and they will not long remain a pest and nuisance on the face of the earth.

Arizona is an interesting section of the extreme territory of the United States. It is just now the field of all others upon which are being illustrated the peculiar traits of our people; that irresistible love of adventure which shows a total disregard of hardship in the pursuit of new enterprises of mining. A party of young men left here a few months ago for the mines of Pahranaagat, but being disappointed in that section, they continued their journey to Prescott, the capital of Arizona, which they reached via Callville and Fort Mohave. We have gathered some interesting matters in relation to that portion of the Territory from Mr. Charles Brooks, an observant and perfectly reliable member of the party. Prescott lies 168 miles due east of Fort Mohave, the route being mainly through a good country, well timbered and watered in sections, with plenty of grass, and abounding in deer and wild turkeys. The town is beautifully situated on Granite creek, from which it extends over gently rising ground to the base of the mountains, the distance of a mile. The present Fort Whipple is also on the creek, about half a mile south of the town. Granite creek is beautifully fringed with large yellow pine trees, and the soil upon its banks is very fertile. During the dry season the waters of the creek sink within half a mile of the town; but during the winter it carries a large volume of water into San Francisco river, one of the numerous tributaries of the Gila. Gold is found on the creek near the town, but not in appreciable quantities. Near the head of the creek, four miles from Prescott, a number of gold bearing ledges have recently been found. The town of Prescott, with its flowing creek bordered with stately trees, and its grand mountain background, presents an attractive appearance to the traveler. It is laid out in the Mexican fashion, with a large plaza in the centre, and contains some forty houses, and a population of from 300 to 400 persons. Several companies of the "bloody" Fourteenth, of San Francisco notoriety, are at present stationed at Fort Whipple. In addition to this command, there is operating in the mountains a handful of the regiment of native troops, say 40 men, under the orders of a captain who had been for five years a prisoner in the hands of the Apaches, and who is well acquainted with their habits, haunts and fastnesses. This little band had succeeded in killing, in the space of three months, 80 of the cowardly skulking savages. The principal gold bearing ledge in the vicinity of Prescott, is situated on Haggysampa creek, a tributary of the Gila, and six miles south of Prescott. The vein is six feet thick, in which rich pockets frequently occur. There is also the Sterling lode, which has been opened by a shaft 50 feet deep: its croppings may be traced for miles, every foot of which has been located. Numerous other ledges of less note have been located on the same creek. On Walker's creek, 15 miles east of Prescott, there are a number of narrow ledges, many of which exhibit free gold. There is one small two stamp mill in operation; and a Mr. Samson, formerly of Gold Hill, in this State, had brought in a Thunderbolt Crusher, for which the building was in the course of erection when our party left. We learn, also, that a Philadelphia company had brought there, via Santa Fe, the machinery for a 40 stamp mill, the different parts of which are at present housed, but work was being prosecuted

on their principal lodes known as the Berger and "Bullywano." San Francisco Mountain, so famous in summer as the seat of the richest placers, stands 50 miles east of Prescott, and is utterly barren of placer and quartz, but the soil at its base is remarkably fertile. The "Walker Diggings" of 1863, which were very generally known as the San Francisco mines; and which produced such a furor and rush, are situated 50 miles southwest of Prescott, on Walker, Turkey, Big Bug, Lynx, and Hassayampa creeks. Although many points on these creeks proved to be quite rich, they are now worked out and exhausted. At Wickenburg, on Antelope creek, is situated the Vulture lode, the most celebrated mine in that section of the Territory. It is represented to be an immense deposit of quartz, which is said to yield \$100 in gold per ton. The locality is devoid of wood and water, and the ore is carried twelve miles to Hassayampa creek, upon which there are a ten and a five stamp mill, besides several arastras, all employed in its reduction. The Vulture is known to be the only mine in that portion of Arizona which is at present paying. Prescott receives its supplies mainly from Hardyville, 160 miles west, on the Colorado river. This route lies over a slightly undulating country, well supplied with grass and water, but it is infested by the curse of the country, the all pervading Apache, and every train requires a considerable guard of armed men. The central portion of Arizona has an agreeable and healthy climate, a generous soil, forests of valuable timber, numerous fertilizing streams, and vast resources of mineral. But opposed to these great advantages is an evil which may be expressed in one word—Apaches. This dreadful evil hangs upon men like a terrible incubus; it paralyzes the industry of the country, and renders brave men timid. The danger is real, but lurking and unseen, and the minds of the inhabitants are saturated with terror. They think of Apaches, talk of Apaches, dream of Apaches, and finally die of Apaches. Not a step can be taken in any direction but the dreaded savage must be guarded against. If a party of miners discover a ledge, they cannot work it, for fear of the always lurking Apache. Think of a quartz mill, only a few miles from the capital of the Territory, in which all hands are supplied with batteries of six shooters white at work, while loaded rifles are at hand to repel the expected attack; or of a mine, in which the workmen carry their weapons into the excavations, while they ply pick or shovel, and where one man, at least, always remains upon the surface on the lookout for the Apache. The country is being built up with the sword in one hand and the trowel in the other. Every mile of the country has its bloody tradition. Under this tree three miners were shot and scalped as they slept; near yonder dump, father and son were butchered and shockingly mutilated by a large band of Apaches; in this canon the train was waylaid, the men killed, and the goods and animals carried off; and at this crossing a family was murdered, excepting one daughter taken prisoner; so ran the horrid stories. It is an infamous and disgusting condition of affairs. The party remained at Prescott from the 25th of April until the 18th of May, during which time they were uniformly treated with great kindness and hospitality; and as they set out to return to Austin, only three in number, a number of the residents, amazed at their audacity, begged them to beware of the Apache.—*Reese River Reveille*, June 19.

National Debt.

THE FIRST OF AUGUST STATEMENT.

WASHINGTON, Saturday, Aug. 4, 1866.

The following statement of the public debt of the United States on the first of August, 1866, is published:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	\$198,241,100 00
Six per cent. bonds of 1867 and 1868	18,323,591 80
Six per cent. bonds of 1881	2,373,734,100 00
Six per cent. Five-Twenty bonds	742,329,650 00
Total	\$1,242,628,441 80

DEBT BEARING CURRENCY INTEREST.

Six per cent. Bonds	\$ 6,042,000 00
Temporary Loan	118,665,469 98
Three Year Compound Interest Notes	156,012,140 00
Three-Year 7-30 Notes	798,949,350 00
Total	\$1,079,668,959 96

Matured Debt not presented for Payment	\$ 4,670,160 32
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DEBT BEARING NO INTEREST.

United States Notes	\$ 400,361,738 00
Fractional Currency	26,684,138 91
Gold Certificates of Deposit	16,463,180 00

Total

Total Debt

AMOUNT IN TREASURY.

Coin	\$61,323,126 57
Currency	75,995,306 04
Total	\$137,317,332 61

Amount of Debt, less cash in Treasury

The foregoing is a correct statement of the public debt as appears from the books and Treasurer's returns in the Department on the 1st of August, 1866.

HUGH McCULLOCH,
Secretary of the Treasury

Debt, less cash in Treasury on August 1, 1865	\$2,757,233,275 86
Debt, less cash in Treasury on August 1, 1866	2,633,099,276 38
Reduction	\$124,153,000 00.

Michigan Central Railroad.

We copy from the *Railroad Journal*, the following abstract of the report of the Michigan Central Railroad: the earnings and expenses for the years ending May 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	\$1,771,813 60	\$2,061,335 05
" freight	2,233,529 47	2,804,591 82
" miscellaneous	140,076 50	176,563 64
Total	\$4,145,419 57	\$4,446,490 51

Expenses, viz.:

Repairs of road	\$476,964 91	\$625,056 84
" buildings	23,667 24	229,2 91
" locomotives	230,490 35	256,225 26
" cars	306,943 46	299,900 79
Locomotive service	105,555 31	114,549 68
Train	75,631 94	91,101 94
Station	442,959 13	479,027 13
Fuel	243,452 28	300,111 71
Oil and waste	60,292 93	67,962 67
Stationery	28,250 18	39,781 37
Telegraph	18,567 28	24,961 76
Local taxes	91,533 21	97,659 60
Miscellaneous	47,491 21	153,444 07
Total	\$2,406,149 63	\$2,808,375 92
Net earnings	\$1,739,269 94	\$1,638,114 59

Compared with the previous year the gross earnings of 1865-'66 show an increase of \$301,070 94; with an increase in expenses of \$402,226 29; making a decrease in net earnings of \$101,155 35.

The increase in the earnings of the past over those of the preceding year is equal to 7.26 per cent. The increase in expenses (less taxes) 14.82 per cent.

The earnings from passengers show an increase of \$289,521 45, or 16.34 per cent. over the last year. The earnings from freight show a decrease of \$24,937 65, or 1.11 per cent. less than last year. The increase in earnings from miscellaneous sources was \$36,487 14 or 26.04 per cent.

The expenses of operating the road (not including taxes) were \$2,738,592 35; or 61 per cent. of the gross earnings. In 1865 they were 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7.

To show the amount properly chargeable to operating expenses, there should also be deducted the sum of \$214,084 71—being amount expended on new freight house, etc., at Detroit, claims for property destroyed at the freight house fire, temporary structures, and shafting, machinery, etc., for the new Elevator—and it leaves the sum of \$2,497,231 61, which is 56.2 per cent. of gross earnings.

In addition to the above extraordinary expenses, 724 tons of new rails were purchased, 2,638 tons re-rolled rails put in the track, 2,871 tons repaired rails replaced in the track, equal in all to 60 miles of renewed track, 110,458 new ties and 120 tons spike.

The total number of tons of freight moved has been 533,451. Average number of tons carried per train per mile, 115.77. Average distance freight is carried 159.15 miles. Freight earnings per ton per mile, 2.60 cents. Tons carried one mile eastward, 50,534,629; do., westward, 34,263,084—total tons carried one mile, 84,897,713. Proportion of tonnage carried eastward 59.64 per cent.; do., westward, 40.36 per cent. Earnings of freight trains per mile \$3.01.

The total number of passengers carried was 902,826, of which 766,755 were way, 123,636 were through, and 11,985 were emigrant. Of the way passengers 369,560 went east, and 397,195 west; of the through passengers 59,247 went east, and 64,838 went west. Average number of passengers per train per mile 101.42. Average number of miles traveled by each passenger, 83.76. Passenger earnings per passenger per mile, 2.72 cents. Passengers carried one mile 75,629,075. Passengers carried one mile per mile of road 266,299. Earnings of passenger trains per mile run \$2.76.

INCOME ACCOUNT.

Balance from previous year	\$708,385 50
Receipts from pass	\$2,061,419 67
" freight	2,214,086 20
" miscellaneous	175,773 27
Total	\$4,451,279 14

Total	\$5,159,664 64
Expenses (including local taxes)	\$2,808,375 92
Payments towards sinking fund	84,500 00
Interest and exchange	643,26 44
Dividend 4 per cent. in cash, July 1, 1865	259,648 00
Dividend 6 per cent. in stock, July 1, 1865	389,472 00
Dividend 5 per cent. in cash, Jan. 1, 1866	344,035 00
Government tax on dividends	55,723 35
" receipts	113,381 36
Balance to new account	460,892 67

Total

Construction account has been increased \$510,846 49 during the past year.

The bonded debt has been decreased by the conversion of \$102,000 of convertible bonds into stock, and the capital stock has been increased by that amount, (less \$20 fractional scrip,) and also by \$389,500 amount of stock dividend of July 1, 1865.

The funded debt now amounts to \$7,463,488 89; capital stock, \$6,982,866—total, \$14,446,354 89.

The increase in earnings from passengers has been principally from through traffic,

divided about equally between the eastward and westward, and between through and local, the earnings from the regular local business not varying materially from the previous year; but it will be borne in mind that the earnings from local passengers for that year were much increased by the movement of troops, which item has had but little influence in the earnings of this year. The earnings from freight vary but little from last year. The increase of tonnage is 48,176 tons, while the falling off in earnings is \$24,937 65.

The completion of the contemplated third rail on the Great Western Railway, in October next, together with the car transfer boat now under construction, thus making the gauge uniform from the far West to the seaboard, must have a great influence upon the receipts of this company when once in operation, and this must have an important bearing upon the trade the ensuing year.

The equipment of the road consists of 97 locomotives, 70 first class and 4 second class passenger cars, 16 baggage, 28 accommodation, 751 stock, 501 merchandise, 191 platform, 120 hand and 151 road and repairing cars.

The number of miles run by locomotives with passenger trains is 745,648; with freight trains 733,340; with miscellaneous trains 121,756; with switching trains 140,926—total 1,741,670 miles.

GENERAL ACCOUNT.

Construction account.....	\$14,316 42	65
Cash on hand, bonds and securities.....	75,750 31	
Materials on hand.....	288,064 73	
Assets in hands of General Receiver.....	48,898 58	
Superintendent.....	96,839 06	
Joliet & North'n Indiana R. R. stock.....	108,325 00	
Chicago land account.....	150,000 00	
Jackson.....	25,911 31	
Sundry accounts.....	68,078 16	
	\$15,188,189 87	
Capital stock.....	\$6,992,666 00	
Bond account.....	7,463,488 89	
U. S. Government tax on coupons.....	58 56	
Unpaid dividends.....	1,059 00	
Balance of borrowed money account.....	279,914 75	
Balance of income account.....	4 0,802 67	
	\$15,188,189 87	

President.—JOHN W. BROOKS.

Vice-President.—R. B. FORBES.

Directors.—John W. Brooks, Nathaniel Thayer, R. B. Forbes, Elon Farnsworth, Erasmus Corning, D. D. Williamson, Geo. F. Talman, J. M. Forbes, and Sidney Bartlett.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—R. N. RICE.

Auditor.—WILLIAM BOOTE.

Chicago, Burlington and Quincy R. R.

The following statements show the earnings and expenses of the roads owned by the Chicago, Burlington and Quincy Railroad Company for the year ending April 30, 1866:

From Passengers.....	\$1,757,387 99	
From Freight.....	4,204,740 82	
Miscellaneous.....	213,424 54	
	\$6,175,553 35	
Ordinary expenditures.....	\$ 920,164 75	
State and National taxes.....	375,933 56	
	\$3,376,118 34	
Leaving of earnings above ordinary expenses and taxes.....	\$2,799,435 01	

paid during the year for additional equipment, consisting of locomotive, passenger and freight cars. \$426,244 86, and for lands purchased at Chicago, Burlington, Peoria and elsewhere along the line, new station-houses, buildings and other improvements, \$275,373 50, and the usual dividends, interest, and all the accruing obligations of the Company, amounting in the aggregate to

\$1,506,172 72, and also in the sinking fund \$129,000, according to the terms of the trust deed, securing the construction debt of the Company. The increase of gross revenues over those of the year before was:

From Passengers.....	\$249,153 74
From Freight.....	244,800 99
Miscellaneous.....	59,866 40
Total.....	\$593,701 13

When it is considered that the gross earnings during the last year of the war were greater by \$1,541,929 41 than had ever before been realized, the earnings of the first year of peace will be deemed very satisfactory.

The capital stock of the Company now amounts to \$10,193,010, and that of its funded and other outstanding liabilities, for construction, and for the purchase of the road from Galesburg to Quincy, including \$270,000 money due on that purchase not called for, amounts altogether to \$6,024,406 25. The whole aggregate amount of the capital stock and debt of the Company is therefore \$16,217,416 25. This amount will be diminished by \$231,664 86 in the trustees' hands not yet invested in the liabilities of the Company and placed in the sinking fund. The property charged with this aggregate liability is 400 miles of road, and depot grounds and other property, earning in the past year, gross, \$6,175,553 35, and above the ordinary expenses and taxes, \$2,799,435 01. By the statement of the Treasurer it appears that there is a balance to the credit of income account of \$79,041 55. To which should be added the amount paid into the sinking fund, and to the Trustees of that fund, \$778,125 99, making a total of \$857,167 54, which represents that portion of the income above the ordinary expenses of operating and maintaining the road which has not been distributed in any form among the stockholders.

Cape Cod Railroad.

The earnings of this road for the year ending May 31, 1866, were..... \$186,154 82
Expenses..... 108,803 32

Net earnings..... 77,351 50
Interest paid..... 2,199 40

Balance..... \$75,152 10

Which has been applied as follows:

Tax to State 1½ per cent.....	\$10,594 60
Tax on div'ds to U. S. 5 per cent....	2,028 70
Dividend January 1, 1866.....	18,642 00
Dividend payable July 2, 1866.....	20,000 00
Applied toward payment of debts....	23,886 80
	\$75,152 10

Renewal of Railway Track and Repairs of Engine.

We had occasion last week to mention that the amount disbursed during the last year, for repairs of track, consisting principally in relaying rail by two of our railways, amounted to \$1,789,268. The aggregate length of these two roads is 936 miles. Distributed over the whole mileage of the two roads, the expenses for track repairs last year averaged \$1,915 per mile. The two roads, for the end we have to advocate, were taken at random. We cannot say that they are below or above the average in the matter of the amount expended under this head. We are ready to admit that the sums so expended on most of

the railroads of the country was in excess of the rates of several previous years, when war exigencies had hindered desirable repairs on the tracks. Making, however, ample allowance for this circumstance, we may assume for the purposes of this article, that the annual expenditure per mile is, or should be, in the present condition of American railroads, \$1,000 per mile for all lines of considerable traffic, and of the 33,000 miles of railways in the United States, half certainly may be put in this category. Let us say then that there are \$16,000 miles of railway upon which repairs of track, relaying rails, etc., will amount to \$1,000 per mile annually. This makes an aggregate expenditure of \$16,000,000 per annum. The capital fund to represent such an expenditure would be, at 7 per cent. per annum, over \$225,000,000. It is then that amount of capital at which the heavy traffic of our railways is hammering away, with a successful annual demolition equal to the New York rate of interest, annihilating a value equal to 2,100 miles of 60 lb. railway bars each year at present prices.

We find that the repairs upon the 212 locomotives in use the last year upon the same two roads have amounted to \$801,344. These two items, repairs of track and repairs of locomotives, amounted to 22 per cent. of the gross earnings of the two roads for the year, \$11,335,443, and are equal to a dividend exceeding eight per cent. upon the share capitals of the two companies. We refer to these two roads with greater confidence, inasmuch as we have reason to be convinced of the high character of their management. If there is a defect which accounts for any portion, however great or small, of this waste of value in these properties, it is one not to be attributed to the conduct of these particular roads, but is one which at present inheres in our railroad system. It is one, that so far as remediable, we believe will be remedied, and that at a comparatively early day, and none we are sure will be more prompt in taking steps towards amelioration than the managers of the two roads referred to.

The total cost of the construction and equipment of the 3,103 miles of steam railways in the State of New York has amounted to \$156,363,203, about \$50,603 per mile. The average cost per mile last year of maintaining roadway and repairing machinery was \$7,961 84, exceeding by 2,083 42 per mile the average cost of operating the roads, and amounting to over thirteen per cent. of the whole cost of construction and equipment of the roads. And the cost of the same two items, maintaining roadway and repairs of machinery amounted in the same year to over twenty one per cent. of the capital stock of the roads, the aggregate of which is \$96,040,137, or \$31,080 per mile on the 3,103 miles of railroad track in the State. The average cost of the same two items for six years from 1859 to 1865 inclusive, (excluding 1862 of which we have not the figures at hand) has been 55 per cent. of the cost of the same per mile in 1865, and the passenger and freight traffic of the roads per mile for the same six years has averaged 89 per cent. of that of 1865. In other words, the cost of the two items averaged in these six years over 31 per cent. of the earnings of the roads, while in 1865 they cost 50½ per cent. of the earnings. The average is a very large one, and on the business of last year the average cost of the two items for the six years would be nearly \$5,000 per mile per annum.

One great source of outlay is the renewal of rails. In this connection we call attention

to the greater economy of steel rails as compared with iron rails for all tracks subject to considerable traffic. Several of our leading roads have begun the use of steel rails, among others the Pennsylvania Central, and the Lehigh Valley; and we notice by the last report of the Rock Island Railroad that that company have on hand some 26 tons $\frac{1}{2}$ cwt. of "Atlas steel rails," which appear to have cost \$6,110. A project is on foot for a large establishment in this country for the making of steel rails from Franlinite iron in part, at a cost it is said about the same as merchant iron.

Our new roads will be laid with iron rails, from the use of which money will be earned in time for the purchase of a more economical rail on tracks where a heavy traffic grows up. But for established roads, doing a large business, it is plain that a due regard to economy demands the use of a rail which will bear more service than iron rails are capable of. Observations made in England have determined that 12,000,000 tons passing over an iron rail uses it up effectually. On the 936 miles of track of the two roads referred to, the traffic last year equalled 432,000,000 tons for one mile. At the English rate of wear of iron rails, 12,000,000 tons, last year's rate of traffic on these two roads would use up all the entire track in 26 $\frac{1}{2}$ years. This is the effect of the regular passing trains, but another prolific source of demolition of rails is the making up of trains at stations, and all the incidents of station business connected with track. If we may reckon this equal to the wear and tear of the passage of regular trains, we are ready to assume that tracks generally in this country will require to be relaid every 13 $\frac{1}{2}$ years, which we judge experienced men will say is near the average. But if the wear of steel rails as compared with iron rails is ten to one, the argument in favor of the former is still a very strong one, even if the average life of the iron rail be taken at 13 $\frac{1}{2}$ years, though of course the difference made by the interest account is very much less than under the assumption that the iron rail lasts but four years.—*Stockholder.*

Broker's Sales.

From and after July 31, instead of a tax of \$5 per 100 shares of stocks sold, brokers are required to affix to every memorandum of sale, stamps to the amount of one cent on each \$100 of stocks, gold or bonds sold, recovering the balance in currency. The new act says:

"That there shall be paid on *all* sales made by brokers, banks or bankers, whether made for the benefit of others or on their own account, the following taxes, that is to say, upon all sales and contracts for the sale of stocks, bonds, gold and silver bullion or coin, promissory notes or other securities, a tax at the rate of one cent for every hundred dollars of the amount of such sales or contracts. * * * And on every sale or contract for sale, as aforesaid, there shall be made and delivered by the seller to the buyer a bill or memorandum of such sale or contract, on which there shall be fixed a lawful stamp or stamps in value equal to the amount of tax on such sale. * * * And any person or persons liable to pay the tax as herein provided, or any one who acts the agent or broker of such person or persons, who shall make any such sale or contract, or who shall in pursuance of such sale or contract, deliver or receive any stocks,

bonds, bullion, coin or promissory notes or other securities, *without a bill or memorandum as herein required*, or who shall deliver or receive such bill or memorandum, *without having the proper stamp affixed thereto*, shall forfeit and pay to the United States a penalty of \$500 for each and every offence where the tax so evaded, or attempted to be evaded, does not exceed \$100, and a penalty of \$1,000 when such tax shall exceed \$100, etc."

Fluctuations in the Level of the Lakes.

BY COL. C. WHITTLESEY.

The rise and fall which has long been observed upon the surface of all the Northern lakes is a matter of practical consequence, in regard to harbors, channels and docks. From 1845 to 1854, I made occasional measurements of the state of the water in Lake Superior referred to a mark on the rocks in Copper Harbor. I was assisted by Prof. Mather, D. D. Brockway, and Mr. Turrill. Since 1854 the Superintendent of the Sault Canal has kept a daily register; and since 1860 the United States, in connection with the survey of the Lakes, have had two stations where daily observations are made. The lowest known stage of water occurred in 1828, as reported by Capt. Dearborn, U. S. A. In 1838, according to Major Lochlan, of the British service, it was 3 feet higher than in 1828. It was very high in 1845. The highest water during the twelve following years occurred in September, 1856, when it was 3.410 feet above the average of March, 1847. There is in this, as in all other lakes, an annual ebb and flow. Low water within the year, or the low stage of the annual fluctuation, occurs in March, and high water in September. According to the results of two years' measurements, this difference is 2 feet. What the extreme range is during a long period, cannot be determined without observations extending through at least fifty years. These changes of level are due to variations of the seasons within the year, and during successive years. This Lake is the only one which has conditions strictly its own, for all the lakes below are affected by water discharged into them from those above. The questions of fall of rain, evaporation and temperature; all of which go to make up the climate; require examination throughout the entire Lake country, before their joint effect can be calculated.

On Lake Erie, since the occupation of white men, a change of level has been observed amounting to 7 feet; on Lake Michigan of 6 feet. If a series of seasons occur which are more cold and wet than the average, a rise must take place, above the mean level. When the meteorological condition of the Lake country is the reverse of this, there will be a corresponding depression. The mean level of all these lakes is yet to be determined, by the registers that are now being kept. At the same time the fall of rain is being gauged, the temperature noted, and the moisture of the atmosphere determined. In due time these observations will remove all the mystery with which these fluctuations have been invested, by demonstrating that they are due to meteorological changes in the seasons. Geo. R. Stuntz, Esq., of Superior, a close observer of what occurs in the natural world, is of opinion that there has been a permanent settling away of the land at the west end of Lake Superior. On all the lakes there is evidence of a permanent lowering of the surface of the water beyond the general fluctuations I

have referred to. Beaches of water-washed pebbles, precisely like those now forming, are seen at an elevation of 18 to 20 feet. This is what would necessarily follow from the gradual wearing down of their outlets. The process is so slow, however, that it is not perceptible during the life of one generation or individual.

Climate of West End Lake Superior.

Observations upon temperature which have been kept at Superior, at the West end of Lake Superior, for more than ten years, show that the climate around this part of the lake is much milder than it is further East. The snow is less deep, and the climate better adapted to agriculture. This is in accordance with a well established principle of meteorology, that proceeding Westward on lines of latitude, the climate becomes milder. I have seen Indian corn growing at Red Lake in latitude 48° north, which produced 30 bushels to the acre. Further West in Minnesota, and North in the Valley of the Red river, in Canada, and in the Valley of the Saskatchewan, is a tract large enough for several States, where wheat flourishes as a certain and abundant crop. Those who consider this region to be a barren waste, make a gross mistake. Minnesota, Dacotah, and the country to the north of it, including the Valley of Lake Winnepeg, constitute an important country, destined to be the main resource of North America for wheat.—*Col. C. Whittlesey.*

Railway Traffic Protection.

"The Railway Traffic Protection" bill has been read a second time in the Lords, its object being to prevent creditors seizing the engines and carriages of a company for their debts.—*Engineer.*

In Spain, within a year, there have been instances of attachments of trains that were just ready to start, with their passengers on board. Such practice is smart; but forasmuch as the tradesmen who build and work railways do not wholly possess them—the public having not yet wholly alienated its right in them as highways—it is proper for governments to decide by law whether four or five hundred passengers shall be surprised by an attachment, and prevented from arriving in time at their journey's end, because other tradesmen have not been paid for the supplies they have sold to the managers. We think it a flash of common sense in the Lords to prevent such inconvenience to the public from the squabbles of the tradesmen who job the highways. Without approving the idea of impairing the obligations of contracts already made, under laws which allow such surprises, we think it reasonable that in future the dealers should understand that they are not to squeeze the public in this way for the sake of getting money out of railway companies; and that the highways are free for the public to travel upon; and the means of travel not to be subject to such claptrops.

We were bothered in New York not long ago by the strike of car drivers. All such interruptions of public accommodation on public highways is indicative of semi-barbarous government, if nothing worse. It is rather an insult to Her Majesty the Queen, in England; and His Majesty the Public, in this land of liberty that common carriers and their creditors should be at liberty to keep five hundred men from their homes or their business, when a barrel of oil is not paid for,

or any debt whatever is unpaid. But if Her or His Majesty has sacrificed such a public right, and got no pottage for it, subjects must grin and bear it until legislators wake up and amend the laws. As we have no hope of improvement in this country until it is begun in England, we resolutely hope the Lords, also the Commons, will pass this bill, that in time we may get the benefit of it.—*Artisan*.

MORRIS AND ESSEX RAILROAD—CHANGE OF GAUGE.—The Morris and Essex Railroad was completed some months since to Easton, where it connects with the Lehigh Valley Railroad, opening a new avenue from New York to the coal fields of Pennsylvania. The gauge of the latter road is 4 ft. 8½ inches, and the gauge of the Morris and Essex was four feet ten inches, it became necessary to alter the latter so as to correspond with the Pennsylvania road. Every preparation, new cars, etc., having been made, the work of altering the track was commenced on the 21st of June. On that day a force of over four hundred men were set at work at Hackettstown. The men commenced work as early as three o'clock in the morning, and continued (with proper intervals for rest) until it was so dark that they could not see; and in order to enable them to make the most of their time, a "maintenance train," consisting of two sleeping cars, two cars for dining, and one for cooking, accompanied the force. On Friday last the alteration had been completed as far as Newark, and on Sunday the gauge of the road from Hackettstown to Hoboken, including the double track between Roseville and Hoboken, with the Bloomfield branch and all the sidings—in all about one hundred mile of track—had been altered, the whole thing being completed in eleven days. And during this time, although there were occasional brief delays, not a single through train was abandoned, and but one between Newark and Hoboken, and that the least important, was omitted for one day only. The undertaking was, moreover, accomplished without the slightest accident.—*Trenton State Gazette*.

MINERALOGY OF THE PACIFIC STATES—Prof. Wm. P. Blake, in a report to the California State Board of Agriculture, gives a clear and simple account of the location of minerals on the Pacific coast. He says, if we attempt to delineate by colors upon a map the geographical distribution of the gold, silver, copper and quicksilver localities of the Pacific slope, we obtain a series of nearly parallel belts or zones following the general course or trend of the mountain chains of the coast. First comes the quicksilver zone, of which the coast range is the depository, and in connection with it, he speaks of petroleum, sulphur, lime, etc. After crossing the coal beds, partly visible—as at Mt. Diablo—and partly underlying the Sacramento valley, we come to the copper zone, which can be traced almost uninterruptedly along the lower hills of the Sierra, from Mariposa to Oregon. Next comes the gold bearing zone, in lines of quartz ledges, following the same general north-west and south-west course. After crossing the crest of the Sierra eastward, we come into a zone where the river is mingled with gold, extending from Arizona and Mexico, on the south, to Idaho on the north. Next comes the silver zone—as in the Reese River mountains—and associated with it are antimony, arsenic, etc. This grouping is, in its turn, replaced by the gold bearing sulphurets of the Rocky Mountains.—*Stockholder*.

Projected Railroads in the South.

Hon. W. J. Sykes, of Columbus, Miss., in a letter to Hon. J. D. Phelan, of Montgomery, Ala., in speaking of the wants and resources of Alabama very justly remarks that:

This is an enterprise in which your City and State are deeply interested. From Memphis to Montgomery by this route it will not be more than three hundred or three hundred and fifty miles, the exact distance not known. The distance from Montgomery to Memphis is very little more than that from Montgomery to Nashville. At Memphis you are brought, by means of the Mississippi River, in communication with the great grain region of the North and Northwest. Your supplies can be brought as expeditiously and as cheaply over this road as by any other route. Memphis is destined to be the great city on the Mississippi River. The nearest route between Montgomery, Ala., and Memphis, Tenn., will either be Tuscaloosa or Selma. It is evident that Alabama must, in the new order of things, become a great manufacturing State, and Tuscaloosa, Selma and Montgomery must be the principal manufacturing cities in that State. They are all near the coal, the iron and the cotton, and when the various railroads are completed they will have every facility for manufacturing enjoyed by any cities. The railroads needed in your State immediately are the Northeast and Southwest road from Chattanooga to Meridian, the Decatur and Montgomery, the Montgomery and Selma, and a railroad either from Selma by Columbus, Miss., to Memphis, or a railroad from Lime Kiln Station on the Montgomery road to Tuscaloosa, Ala., and Columbus, Miss., to Memphis. To build these roads will require a very large amount of capital, but the productive energies of the country will furnish that capital in a few years, and the enhanced value of the property, arising from the building of these roads and the consequent developments of the natural resources of the country will more than pay for the building of the roads. The road from Memphis to Montgomery will cost say \$10,000,000; this includes the road from Montgomery to Selma. Alabama possesses as many of the elements of wealth as any State. In the extreme Southern portion of the State there are the extensive piney woods, with splendid forests of timber and fine ranges for cattle. In the middle portion the rich canebrake and bottom lands for cotton, corn and other agricultural products, and north of a line drawn through Tuscaloosa, east and west, there are, in great abundance, coal and iron, and all other things necessary for manufacturing purposes. There is also fine land in the northern and northeastern part of the State. She may and probably will raise a less amount of cotton than formerly, but the enhanced price will compensate for the diminished production, and if it should be manufactured at home, the profits would be greatly increased, as before shown.

Schenectady and Ogdensburg Railroad.

The Albany *Evening Journal* says that the survey for this route has been commenced under Colonel R. Fanchot, of Schenectady. He has selected for his principal assistant A. Mason Peck, of Albany, for many years connected with the New York Central Railroad, and recently with the Imperial Mexican Railway.

Tennessee & Alabama Central Railroad.

The Department of the Interior has received an official certificate from the Governor of Alabama in regard to the Tennessee and Alabama Central Railroad, to the following effect: The road is completed for a distance of eighteen and one-half miles, and the cars have been running over the road for two years. That portion of the road which is completed starts from a point on the Alabama and Tennessee River Railroad known as "Lime Station," and extends beyond the Cahawba River in the direction of Elyton, in Jefferson County. In addition to this line of eighteen and one-half miles, there is a branch road two miles in length, which touches several coal pits, and over this branch the cars have been running two years.

From the point to which the cars run on the main trunk line beyond the Cahawba River, the road is graded to Elyton, a distance of eleven and one-half miles. The road is also graded at different places in Morgan County. These gradings made in the aggregate a distance of about ten miles. The original grant in June, 1835, limited the time for the completion of the road to ten years, but in consequence of the inability of the company to continue the work during the war, the company desires to obtain an extension of time for completion.—*Railroad Jour.*

Chinese Visitors in a Coal Mine.

On Saturday the Chinese commissioner and his suite visited the coal mine of the Messrs. Bullock, near Birmingham, with the intention of descending, but when they looked down the yawning mouth of the pit, they seemed rather disinclined to venture. They did not, however, like to have their journey for nothing; and, after a short, but vigorous conversation in Chinese, they resigned themselves, with Oriental fortitude, to their fate. Miners' jackets and hats were brought, and they were politely requested to strip off their outer attire, and accept the English costume. Yen-Hwei at this resolutely shook his head, and objected to go down because he said the English people would laugh when they read what a figure he cut, without his fine flowing robe and state hat. After a little persuasion, however, from his Chinese friends, Kuang-Ying and Fung Yih [the Commissioner and Teh-Ming had remained in one of the carriages]—he took off his outer garments, and assumed the dress of the miner. They then stepped on to the square piece of wood which did duty for a tub, and were severally chained fast. They were accompanied by Major Brice and three other gentlemen. Over their heads was what the miners called a "bonnet," to keep off the drops of water. As soon as the platform had been drawn away, Fung-Yih called out, "hold fast," in Chinese; and as the party plunged into darkness, the Orientals became mysteriously silent. Not a word would they speak, save now and then, when the platform gave an ugly tap on the side, when a guttural sound resembling "Ho! hi!" escaped their lips. The passage down seemed interminably long; down, down they dropped in utter darkness every one—Europeans and Chinese—clinging most tenaciously to the chains which looped the platform to the descending wire rope. The tedium and monotony of the journey was varied by the unpleasant feeling that drops of dirty water were falling down their backs. At length there came the sound of human voices floating up like a distant echo, and in a few seconds the bottom was

reached. Then, before any one of the party could be unchained, the "bounet" tilted, and showered amongst the visitors all the dirty water and bits of coal that had been collected in many journeys. At the bottom miners, naked to their waists, and begrimed with dirt, awaited the visitors. They politely handed to each stranger a candle, stuck in a bit of clay, and wrapped around with hay. The Chinese gentlemen accepted the candles, but would not stir an inch from where they stood. After some delay a trolly was obtained; on this bags of hay were laid, and the three Orientals, seated thereon, were drawn by a horse along the mine to a large central room, where some hundreds of tons of coal lay about. The miners were evidently much puzzled to know of what sex the foreigners were, and one of them in a whisper, asked us, "Bean't two of 'em women, sir?" When the party were in the mine they were joined by the manager, who conducted the party along the workings. The shaft was 400 yards deep, and considering the character of the visitors, it was a most extraordinary undertaking for them to descend. On reaching the top they declared, one and all, that a coal pit was a very dirty place, and expressed their determination never to go down another.—*Colliery Guardian*, June 16.

A Novelty in Navigation.

We have recently been shown the model of a very novel invention called a "marine conveyance," by the inventors, Messrs Blomquest & Crook, designed for the navigation of rivers and shoal waters, and which is so constructed as to easily pass over sand bars and other obstructions, and even travel on dry land. It is in fact a species of amphibious boat or car, consisting of a horizontal frame, something like a large platform rail car, supported upon the projecting shafts of large water tight wheels or drums, there being a single drum forward, and two drums and a paddle wheel aft, the paddle wheel being of less diameter than the drums and situated between them on the same shaft. The forward drum has the capacity of both the aft drums combined. The boat or platform has large openings fore and aft to admit the upper halves of the drums to pass up through, so that it is supported on the projecting drum shafts. These drums have a great buoyancy and are intended to sustain the weight of the boat, when laden several feet above the surface of the water. The aft drums and paddle wheel are to be put in motion by a steam engine, as usual, to propel the boat or car, while the forward drum will revolve itself as it meets the resistance of the water, thereby greatly lessening the power required to propel the conveyance.

It is asserted by the inventors that the boat can be propelled with great speed, owing to the avoidance of friction or resistance, as it passes through and partially over the water, and it can pass over bars and shallow places, and even travel on dry land; thus forming a novel and superior method of navigating our numerous shallow streams of the West and elsewhere at all seasons of the year.

We understand parties in St. Louis, Mo., have such confidence in the practicability of the plan, that they are about to build a boat of this description at a cost of about \$20,000. *N. Y. Min and Petro. Standard*, July 2.

The exports (exclusive of specie) from the port of New York to foreign ports for the week ending July 31, 1866, were \$3,343,670.

Rhode Island Locomotive Works

This extensive establishment, of which Gen. A. E. Burdick is President, is situated in Providence, R. I., on the line of the New York, Providence and Boston Railroad, and is prepared to fill orders for Locomotive Engines interchangeable in all their parts, combining all the latest improvements, and made of the best materials and superior workmanship. We understand that these Works have now under way four 27 ton and two 18-ton engines, and will have one of their engines running on the Providence and Worcester Railroad the present month.—*Amer. R. R. Journal*.

The Michigan Central earned in July,—

1865.....	\$329,105
1866.....	324,986

Decrease..... \$4,119

The Michigan Southern earned in July,—

1865.....	\$309,083
1866.....	338,499

Increase..... \$29,416

The Rock Island Railroad earned in July—

1865.....	\$232,287
1866.....	224,112

Decrease..... \$8,175

RAILROAD ITEMS.

COAL IN THE FALKLAND ISLANDS.—Anthracite and bituminous coal have both been recently found in large quantities at the Falkland Islands; and the British Government—quick to appreciate the immense value of such deposits, and mindful of the lesson suggested by the Spaniards in the seizure of the Peruvian guano islands—intends to erect strong fortifications there. If prevailing expectations are realized, the Falkland Islands will form a very important coaling-station for the mercantile marine, as well as for vessels of war—a sort of "half way house" for steamers voyaging around Cape Horn.—*Am. Jour. Mining*.

ATLANTIC AND GREAT WESTERN RAILROAD.—The Allentown (Pa.) *News*, of the 11th July says, that William Call, of Reading, contractor, has commenced work on the new railroad from Tipton to Port Clinton, being a link in the Atlantic and Great Western through line from New York to the West, under the agreement between the Atlantic and Great Western, the Philadelphia and Reading, and the East Pennsylvania roads.

The San Francisco receipts of treasure from different sources, during the past half year have been as follows through public channels:

From California, Northern mines.....	\$12,327,734
From California, Southern mines.....	2,298,384
From Nevada.....	7,263,218
From coast-wise ports, Oregon, etc.....	2,079,069
Imports Foreign, British Columbia, etc.....	1,315,340

Total..... \$25,313,745

The San Francisco *Price Current* of 9th July reports the combined exports of treasure and merchandise during the past half year, compared with the same period of 1864 and 1865, as follows:

	1864.	1865.	1866.
M's. exports..	\$6,337,690 38	\$5,816,519 03	\$8,031,834 04
Treas. " ..	24,993,711 27	21,050,613 23	23,407,728 24
	\$32,331,401 65	\$26,867,132 26	\$31,439,562 28

The Allentown (Pa.) *News*, of 11th July, says that William Call, of Reading, contractor, has commenced work on the new railroad from Tipton to Port Clinton, being a link in the Atlantic & Great Western through line from New York to the West, under the agreement between the Atlantic & Great Western, the Philadelphia & Reading, and the East Pennsylvania roads, which contract has just been decided valid by the Supreme Court of Pennsylvania.

The Commissioners of the Ohio State Sinking Fund have completed their labors in New York. They have paid out interest money to the amount of \$326,937, and have redeemed a portion of the State debt to the amount of \$555,768.

DURING the past year 93,279,721 individuals have traveled in Paris by omnibus, of whom 53,814,766 occupied inside seats, and 39,464,955 preferred the outside.

In 1865, 97,278 kilometres of telegraphic wires were at work in Paris, which makes a length of wire sufficient to "put a girdle" twice round the earth. 601 offices established for the working of these lines sent forward not less than 1,967,748 despatches, by which a sum of 6,123,272f. was realized.

STEEL TIRES.—Four cast-steel tires made by Krupp, for a goods locomotive in England, are said to have run 100,000 miles without being turned; and were but slightly worn. The weight on them was 18 tons.

The product of the silver mines of the State of Nevada for the half year ending June 30, exceeded \$7,000,000, being at the rate of \$14,000,000 per annum.

We learn that the sale of the Mississippi and Missouri Railroad made on the 9th July last, by virtue of the decree of foreclosure and sale, has been confirmed by the Circuit Court of the United States, for Iowa.

NASHVILLE AND CHATTANOOGA RAILROAD.—A suit which has been pending for some time at Nashville, whereby this company claim about \$1,000,000 from V. R. Stephenson & Co., has been decided in favor of the railroad company.

Of the importance of the Santa Fe trade an idea may be derived from the fact that in about one month this season 150 trains passed through on the Santa Fe road; an aggregate of 3,750 wagons.

The Pittsburg and Connellsville Railroad have put three hundred hands to work on the Sand-patch tunnel. It is also supposed that the Turkey foot division of this road will be put under contract within the next month.

The Chicago & Alton road earned in July, 1865..... \$335,985 | 1866..... \$325,870 | Dec..... \$9,115

The Chicago & Northwestern road earned in July,—

1865..... \$772,736 | 1866..... \$776,990 | Inc..... \$4,254

The Connecticut River Railroad Company have nearly completed the grading of the second track between Springfield and Chicopee. The track will probably be laid in operation before winter, and possibly extended to Holyoke next season.

MONETARY AND COMMERCIAL.

The condition of our money market is without material change. Bankers are fully able to absorb all the satisfactory paper that is offered, while all that is not of that grade is forced upon the street where it finds its level among the shavers. The general business of the city is as quiet as the most indolent could desire, although a lively feeling of hope and expectation of a good fall trade pervades all classes of our merchants and manufacturers. The general dullness is in a measure increased by the assiduous labors of interested parties in some of the neighboring cities in circulating reports as to the virulence of Epidemic Cholera in our city. This will, however, have but a very temporary influence, as the disease will no doubt, by proper sanitary exertions, and prompt treatment soon disappear from our midst.

The gold market has not varied much during the week. The following are the daily quotations:

	Opening.	Highest.	Lowest.	Closing.
August 2.....	148 $\frac{3}{4}$	148 $\frac{3}{4}$	148	148
" 3.....	148 $\frac{3}{4}$	148 $\frac{3}{4}$	147 $\frac{3}{4}$	148
" 4.....	147 $\frac{3}{4}$	147 $\frac{3}{4}$	146 $\frac{3}{4}$	147 $\frac{1}{4}$
" 6.....	147 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$
" 7.....	147 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$
" 8.....	143	149	148	148 $\frac{3}{4}$

Exchange is in full supply, and rates are a shade lower. The regular quotations are:

	Buying.	Selling.
New York.....	par.	1-10 prem.
Philadelphia.....	par.	1-10 prem.
Boston.....	par.	1-10 prem.
Gold.....	148	149
Silver.....	131@136	138@139

In reference to the New York market, the *Tribune* of Wednesday morning says that—

Money is abundant at 4@5 per cent. on call, but there is more inquiry. There is no pressure of National currency, and borrowers are readily found to pay interest for it. In commercial paper no change; best names pass at 5 per cent., and good at 5 $\frac{1}{2}$ @6 per cent.

Gold-bearing Government securities are firm, and 5-20s of 1862 are active at 109. The 7-30s are also in demand at 104 $\frac{3}{4}$ @104 $\frac{1}{2}$. In State and Railroad bonds a moderate business. In the small stocks little doing. The Railway shares are in reduced demand, except for Rock Island, which is especially active, and has sold as high as 105 $\frac{3}{4}$. Erie was strong early in the day, and sold at 68 $\frac{1}{4}$. In the rest of the market there was nothing of importance done. After the call prices generally were no firmer. At the second Board the market was all stronger, and more disposition was shown to buy. Rock Island was very strong, selling at 106 $\frac{1}{2}$, and was in active request at the prices. After the call the market was excited, and an advance was made on the entire list. Reading, Northwestern Preferred, Cleveland and Pittsburg and Rock Island were the most active, and closed firm at quotations. The closing prices were: Canton Company, 52 $\frac{3}{4}$ @53; Cumberland Preferred, 46 $\frac{1}{2}$ @47; Western Union, 56 $\frac{1}{2}$ @57; Quick-silver, 49 $\frac{1}{4}$ @50; Mariposa Preferred, 26 $\frac{3}{4}$ @26 $\frac{1}{2}$; New York Central, 101 $\frac{1}{2}$ @104 $\frac{1}{2}$; Erie, 68 $\frac{3}{4}$ @68 $\frac{1}{2}$; do. Preferred, 74 $\frac{1}{2}$ @75; Hudson River, 121@122; Reading, 112@112 $\frac{1}{2}$; Michigan Central, 110 $\frac{1}{2}$; Michigan Southern and Northern Indiana, 84 $\frac{3}{4}$ @84 $\frac{1}{2}$; Illinois Central,

121 $\frac{1}{2}$ @122; Cleveland and Pittsburg, 88 $\frac{1}{2}$ @88 $\frac{3}{4}$; Chicago and Northwestern, 36 $\frac{3}{4}$ @36 $\frac{1}{2}$; do. Preferred, 68 $\frac{1}{2}$ @68 $\frac{1}{4}$; Cleveland and Toledo, 116; Chicago and Rock Island, 106 $\frac{3}{4}$ @107; Pittsburg, Fort Wayne and Chicago, 103 $\frac{3}{4}$ @103 $\frac{1}{2}$; Ohio and Mississippi Certificates, 29 $\frac{1}{2}$ @30.

The *Tribune*, of same date further says:

The Railway receipts for July are quite irregular and as a whole not calculated to stimulate buying large amounts on speculation. The gross in many cases equals those of last year, but upon the enormous traffic of 1865-6, the Cleveland and Pittsburg, the Michigan Southern and the Erie were obliged to default upon their dividends, with no hope of speedy resumption. The Michigan Southern, conceded to be under good management, shares upon its net income since March 1, a trifling gain, not enough to warrant dividends from earnings. The Erie in July will probably show a gain upon the large traffic of July, 1865, but its net income will be small, and if at the close of the year 1866, its floating debt does not show an increase, it will be a good statement.

WRIGHTSON & CO.

RAILROAD PRINTERS,

167 Walnut St., Cincinnati.

WM. MERCER,
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R. B. MORE,
Late Master Car Builder,
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BUILDERS OF EVERY DESCRIPTION OF

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Cambridge, Ind.

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug 2, tf.]

Oxford Female College.

The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

For Circulars, please address the President,

REV. ROBERT D. MORRIS,
Oxford, Ohio.

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OIL LANDS

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Eastern Kentucky.

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NEAR THE

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FOR SALE BY

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OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable there after to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1,	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2, 10 "	"	6 1/2 "	35 "
3, 8 "	"	11 "	36 "
4, 8 "	"	9 "	35 "
5, 7 1/2 "	"	6 1/2 "	30 "
6, 10 "	"	8 "	40 "
7, 7 1/2 "	"	8 "	35 "

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always

Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

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F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

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A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

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W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

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James E. Shields, General Agent, No. 77 W. Third St.

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T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

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Cleveland, Col. & Cin. Lake Shore and Erie Railway.

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Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burne House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

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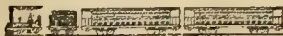
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1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:05 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:44 "	4:29 "	
GALLIEN.....	4:55 "	5:25 "	
MANSFIELD.....	5:45 "	6:30 "	
AKRON.....	8:32 "	9:0 "	
RAVENNA.....	9:25 "	10:15 "	
LEAVITTSBURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:15 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:30 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	5:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

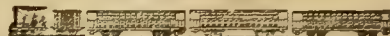
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 12:00 p. m. On Sundays, one Express Train at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passes Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

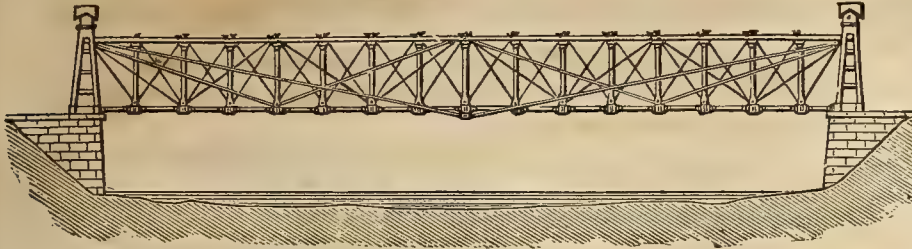
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Asst Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

- FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

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Letter Box, 1392.

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M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in *efficiency, economy and durability*, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS

Philadelphia, Pa.

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AMERICAN BANK NOTE COMPANY.

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Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

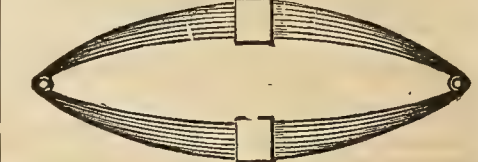
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

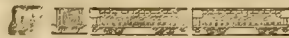
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

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FREEDOM IRON COMPANY,

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And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

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COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

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PASCAL IRON WORKS.

ESTABLISHED 1821.

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Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., &c.

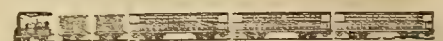
Gas Works Castings, etc., etc.

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STEPHEN MORRIS, CHAS. WHEELER
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RAILROAD!



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TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays: 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West: 7.35 A. M.; 9.30 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. Express.

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON. }

CINCINNATI:
THURSDAY, AUGUST 16, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

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" " per month.....	3 00
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WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:30 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	8:25 A. M.	4:45 A. M.
Columbus Accommodation.....	4:00 P. M.	10:55 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:20 P. M.
Toledo, Sandusky, Detroit and Canada.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	7:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:20 P. M.
Dayton & Richmond Accommodation.....	3:40 P. M.	10:30 A. M.
Indianapolis & Cambridge City.....	3:40 P. M.	10:30 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:30 A. M.
Hamilton Accommodation.....	7:00 P. M.	6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:20 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joe Express.....	12:00 M.	4:30 P. M.
St. Louis & Chicago Express.....	5:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:30 P. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:20 P. M.
Connersville, Cambridge City and Indianapolis Express.....	3:00 P. M.	10:30 A. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Express.....	7:00 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	1:55 P. M.

Peat—and its Uses.

The two most essential elements of human existence, (outside of life) are *water* and *fuel*. It may be said, that the South Sea Islanders, or inhabitants of the tropics do, or may live without fire. Yes, but only as wild animals. No civilized being, no being who lives by the exercise of his mind in procuring ordinary comforts, has lived without fire. Water and fire are the essential elements of human civilization. Fortunately, and as if it were an indication of the clear fact that it is the most important element, water is found on almost every spot of earth, not always upon the surface, but somewhere within reach. In apparently dry regions water is found by digging; and in the region, seemingly hopeless of water, the desert of Southern Africa, by digging into the sands, a water plant is found, filled with sweet water, which is used freely by the natives. But fuel is not always so attainable, or if so, requires too much labor and expense to make many of the arts and pursuits of civilized life profitable. The question of *cheap* fuel is, therefore, one of the problems of society. It is particularly necessary to a manufacturing community. To answer this purpose, various kinds of fuel have been used. The first and most obvious material used for fire, is wood. In nearly all parts of the earth wood is found; although there are many regions where even that can not be had. There are immense deserts in both Africa and Asia; and some even in America, where wood can scarcely be had at all, and when found is only a kind of shrub.

Coal is the article, in our day, most used; but, it is very probable, that this has come into use in modern times. We do not find it anywhere mentioned in ancient authors. It is quite probable that *peat* was used, often wood, in early days. It was quite common to burn grass, and the roots of trees, and turf; and in this way it might soon be discovered that peat could be used as fuel. Simply, as fuel for common fires, peat has no doubt been used since the earliest days. But, another question has come up. Supposing peat to be found in sufficient quantities, can it be used economically for manufacturing? Can it be used for locomotives on railroads? It can not be concealed, that before many years, all the great railroad lines in this country must either give up the use of wood, or pay very dearly for it. To have wood cheap on railroads, it must be had within four or five miles of the road, and all the wood within that distance will within a few years be used up. *Coal* can be, and is frequently used on railroads, and if no other substitute can be found, it will ultimately be the only fuel used on railroads. Then comes the question, whether *peat* can be found in sufficient quantities? or can be used in locomotives? or can be had cheap enough? For, in railroads, as in great manufacturing

establishments, *economy* is a main element. As to the first question, *peat* is found extensively in the New England States, and in New York, and in New Jersey. We have been informed, that large beds of it are found in Illinois and Michigan. This shows that the material of which it is composed (a vegetable and a species of moss,) is very widely diffused in our country, and is probably to be found in great quantities. In an article in the *New York Tribune* of the 8th inst. (from which we shall largely quote), it is said:

There is one peat bog in Indiana over 60 miles long, with an average width of three miles, extending from South bend to the Illinois line, along both sides of the Kankakee River. It is possible, at small expense, to lower the bed of the river below the marsh, so as to drain the peat 10 or 15 feet deep. In places it is known to be over 40 feet deep. The amount of fuel in this bog is perfectly incalculable, or rather incomprehensible, to any ordinary class of minds. South of the Kankakee, the peat-bogs between there and the Wabash are simply immense; and they are traversed by three railroads.

Near the head of Lake Michigan, within 10 to 50 miles of Chicago, there is peat fuel enough to supply that city if it lives to the age of Jerusalem. The marsh along the Calumie River will measure at least 30 miles, averaging a mile wide, and is of unknown depth, and undoubtedly as good peat as that now selling at such a profit upon its cost in Massachusetts.

Peat, then, in quantity resembles the coal, is found in great quantities, and in such parts of the country as to be accessible to all the great railroad lines.

Let us now examine its qualities,—

ANALYSIS,—DENSITY, COMPOSITION AND VALUE OF PEAT.

Numerous analyses of dried peat in Europe show the following constituents:

	Max.	Minimum.	Aver.
Carbon.....	61.247	51.05	60
Hydrogen.....	6.971	5.41	6
Oxygen.....	33.35	30.47	33
Nitrogen.....	3.067	80.70	1-100

The density of peat as compared with water at 1, ranges from 0.113 to 1.058. Karmarsh gives light-colored Hanoverian peat which was nearly unchanged moss, 0.113 to 0.263. Young brownish peat, an earthy matrix intersected with roots, 0.240 to 0.600. Old earthy peat without any fibrous texture, 0.564 to 0.902. Old, or pitch peat, 0.639 to 1.039. Twenty-seven samples of English peat, examined by Sir Robert Kane and Dr. W. K. Sullivan, in 1851, ranged from 0.235 to 1.058. Of course, if free from earth, the most dense peat is the most valuable, though some peat is much more inflammable than others of the same density, as it contains more oil or resinous matter. Some peats are so rich in such matters, it is an object to distil them.

The true elements of peat are essentially those of wood or coal as shown by distillation; for it yields ammonia, acetic acid, pyroxylic acid, tar, naphtha, oils and paraffine. From 60 to 99 parts of dry peat are destructible by fire. The residuum is earth, oxide of iron, and potash. Peat ashes are quite as valuable as wood ashes for fertilizing. The quantity produced from the best peat is very small, generally not over three to eight per cent. But the ashes of those yielding the largest amount of ash, even 30 to 40 per cent., are valuable

fertilizers, as burned clay is often used for that purpose.

Dr. McCulloch says the odor of burning peat is occasioned by an essential oil, and it is traditional in Ireland that the odor is preventive of consumption.

The peat in its natural, crude state, like coal oil, is not generally in a condition to be used profitably. It must pass through what may be called a refining process. It is generally too much filled with water, and must be condensed and dried, which is really a manufacturing process. For this purpose mills and machinery have been invented, which condense the peat, and put it in a portable, saleable shape. From these mills it is sold as fuel.

It must be understood that pressure is not applied to the peat in any of its stages of condensation, and that no effort is made to squeeze out the water. Every attempt in that direction has failed, and always will fail from physical causes which can not be overcome by artificial means, economically applied. Until the art of squeezing a sponge dry is discovered, we may as well give up all attempts to squeeze peat, which not only holds water, but air, which resists pressure and condensation. What is required and has so long been sought for in this matter is a process and machine which shall so condense and compact the crude peat as to make a fuel that sinks in water, when dry, as readily as a brick. Such is the case with the peat made by Mr. Leavitt's machines.

The blocks, the dimensions of which, I repeat, are 8x4x2½ inches, will average about 3 lb. 5 oz. each, taken immediately from the molds. When thoroughly dry, we find the weight 12 to 16 oz., say 14 oz. average, and the measurement 4½x2½x1½ inches. The loss in weight is therefore fully 75 per cent., if the peat is pretty wet when dug; and we have a letter before us from E. Wood, Jefferson, Ash-tabula county, Ohio, who says he is an old peat digger, and that he prefers to have the water standing within 8 or 10 inches of the surface. Such peat, unless very fibrous, would be rather too wet for the machine, and would shrink fully as much as above stated. The best condition in which it can be served to the machine is with about 60 per cent. of moisture, which is about as dry as it can ordinarily be drained.

The process of this manufacture, at the Boston Works (Lexington, Miss.) is given at full length in the *Tribune*. The details of cost are given in the following paragraph.

THE COST OF MAKING CONDENSED PEAT FUEL, AND COST OF FIXTURES.

At the peat works of the Boston Company, at Lexington, we judge more money has been expended in buildings and fixtures than would be necessary in ordinary, practical manufacturing establishments, because here every thing had to be tried, in a great measure, experimentally, to develop the best plan of working the Leavitt machines; the object of the company being to determine first that they can be successfully used for what they are recommended, and then to build and sell them, leaving it to others to prosecute the manufacture of fuel. Mr. Leavitt, however, at our request, freely opened his books and showed the following figures, as the cost of running one machine one day, using, at moderate speed, 45 to 50 tons of crude peat:

One man cutting peat in the bog	21 75
One man and boy, and two horses and carts, hauling to mill	5 50
One man feeding mill	1 75
One man tending the molds, to put them on carrier ..	1 75
Two men to empty molds upon the racks or hurdles ..	3 50
Two men to carry hurdles on upon the drying ground	3 50
[If wheeled off and spread on grass the expense is the same.]	
One engineer, who is his own fireman	2 50
General Superintendent	3 00
Haking and stacking fuel and incidental labor	4 60
Fuel burned and wear and tear of machinery, say ..	2 10

Total

Average product of dry fuel per day, from one mill, 12 tons, leaving ample lee-way for bad weather, during the seasons of work, which is as long as the material does not freeze. That causes the blocks to crumble in the process of drying. After they have become thoroughly dry, if put up in ricks or stacks, and thatched, they endure exposure almost as well as wood in piles.

At Lexington, the condensed peat sells at \$8 00 per ton; and can be made profitable at \$3 00 per ton. In New England, where coal is dear, there is no question that peat can compete with coal, at the lowest price it is possible to bring it. There, peat is used for family purposes, as well as manufacturing.

Peat existing in great quantities, and being readily made available by a manufacturing process for all the purposes of fuel, the next question is, can it be adapted (at an economical rate) to locomotives, or other machinery? It is seen, that experiments have been tried, which give successful results.

PEAT AS COMPARED WITH COAL.

On the 22d of June, 1866, Mr. Leavitt wrote to us from Boston, a letter from which we extract the following item, merely to show the effect produced upon the minds of people by practical trials of peat fuel:

"Mr. R. S. Lewis, of Rockville, Conn., was here yesterday (examined our works and ordered four machines), and states that he called upon Mr. Read, the Superintendent of the Hartford and Springfield Railroad, to make personal inquiries in regard to the trial of peat above alluded to, and his views on the subject generally, and that Mr. Read told him that from his own experience and observation, (and it is well known that he has given the subject a good deal of attention practically), the thing was settled in his own mind beyond a doubt, that two-thirds of a ton of peat was equal to one ton of coal for locomotive purposes.

"I think I have used his exact words, and, being a case directly in point, as relates to the very important question of the relative value of peat and coal referred to in our conversations and correspondence, I have thought it might be of interest to you."

Indeed it is of the greatest interest, as it enables us to add strong testimony to what we have already said upon the subject, by which we wish to awaken an interest in the mind of every one that reads this article.

PEAT FOR GENERATING STEAM.

In England peat has been subjected to severe tests, upon locomotive and stationary engines, and has always come out with full testimony in its favor. A paper was read last year before the British Association, by a Civil Engineer, named Clark, which gave some valuable facts about the use of peat, and the great advantages likely to arise from its use. Its trial upon two English railways proved its value fully.

In Ireland, the engineers of three of the principal railways united in a practical trial of condensed peat—not condensed like that we have described, and not as good, yet they found it made an excess of steam, even on an up-grade, with the fire-door open, of a common coal burner. The speed was 40 miles an hour, the steam-gauge making from 100 to 120 lbs. pressure. The fuel emitted no smoke, when the train was moving, and but a trifle when standing, and the fuel stood the blast well, making but little ashes and clinker; and the unanimous decision was that condensed peat was an admirable fuel for railway purposes.

In January last, a fair trial of peat was made on the New York Central, at which the Master Machinist states that peat, as fuel, was entirely successful; that 4 tons of peat was equal to 3½ tons of wood. Here it is very evident, that the whole practical question will turn on the relative prices of peat and coal. If peat was \$8 00 a ton, it was probably higher than wood on the Central road. On the other hand, suppose the Road got peat at \$4 00 per ton, and wood at \$6 00 per cord, then the relative cost would be \$16 00 for peat, and \$21 00 for wood. It is evident, that with the present vast consumption of wood on railroads, that the cost of peat will soon be less than that of wood.

On the 2d day of June, 1866, an experiment was made upon the Hartford, Connecticut and Springfield Road, which has awakened a very deep interest upon the subject of peat in that section, because it made known some facts upon important questions of economy worthy of the attention of the public, as it tended to show that we have a vast store of natural wealth as yet unknown, because undeveloped. It proved that peat, which can be obtained right along the lines of railroads in Connecticut, dried in the old way, and burned in locomotives not specially prepared for such fuel, is capable of producing as much steam and traction power from one ton and a quarter as can be obtained from one ton of coal. The *Hartford Times* says the actual cost of preparing the peat fuel is not over \$1 50 a ton, and that coal costs \$7 to \$8 a ton. That is the economy of the thing. Upon this trial the engine burned 1,400 pounds of peat upon the round trip—52 miles—and made "express time," without any attempt to force the speed. "There was but little smoke, and that not offensive."

A BED EIGHTY FEET DEEP.

There is a peat bed at Berlin, owned by the Hartford and New Haven Railroad, eighty feet deep. Think of the immense amount of fuel in such a mass. Consider the probabilities that the development of such stores of fuel, will reduce the cost of coal, where transportation is the main part of the price.

The managers, or gentlemen interested in the railroads in Connecticut, are so well assured that peat is to be the future fuel for locomotives, that they have bought up a large portion of the deposits along the lines, and organized a peat manufacturing company, to provide condensed fuel, not only for making steam, but warming houses; so we may expect to see peat as common in Hartford within five years, as coal is now. Gas companies every where, will be compelled to use peat, because it not only makes a better gas for light, but is far less offensive in its odor, and much cheaper.

We hear that all the available peat beds in the Naugatuck valley have been bought up by a peat company, and that companies have also been formed in Meriden, New Haven, Waterbury, and New London, all of which will use the Leavitt condensing machines.

Here we close this *digest* (for such it is) of the valuable article in the *Tribune*. This subject is new and ought to be carefully examined, for it is the *data* so explicitly given, be it all correct, the time is not far distant, even if not present, when *peat* as a fuel for locomotives and machinery, will successfully compete with wood and coal; *unless* (and we make this reservation) coal can be got cheaper than it has been, and less injurious to machinery. We think, however, that this can be done; and we are inclined to the opinion, that *coal* is the great, the permanent fuel for machinery.

Railroads South,

We give in another place the very able report of Mr. Trenholm, to the Common Council of Charleston, S. C., relative to the results of his visit to Cincinnati and Louisville, for the purpose of urging upon the citizens of those places the importance and practicability of completing the railroad connection between them and the South, *via* Knoxville. The remarks made in reference to Cincinnati, we fear, approximate too near the truth to admit of questioning at the present time. In reference to the work now being done by Louisville, we remark that one brain controls that whole matter; hence, there is a concentration of purpose and energy that is singularly, and yet not strangely, in contrast with the apparent supineness and inaction of Cincinnati.

We do not believe the citizens of Cincinnati are either unwilling or unable to build the road:—we believe they are both willing and able. Then why is it not done? is a pertinent question.

The truth is, the object to be attained, as shown by the report, is too indefinite and indistinct. One million of dollars subscribed for what, not one in ten who have subscribed can tell. They neither know who it is to help nor where it is to be applied. Mr. Trenholm, himself, in his report would seem to intimate that it is understood that the means of Louisville is to be applied to build the road north of the Tennessee line. To avoid mixing up the supposed rival interests of Louisville and Cincinnati, it is suggested the subscriptions of Cincinnati had better be applied south of Knoxville. Now, it is all right that Cincinnati should aid in the construction of the Blue Ridge Road; we have said that much on several occasions; but that she is to be dependent on a line from Knoxville, *via* Louisville, and under Louisville's control and direction, we do not think will be regarded her interest, neither do we think it the design of those who have subscribed.

The road now partly built from Lexington to Danville, with the franchise, etc., to the State line, is owned by Cincinnati men, who can control the means to build the entire line and unless there is some "cat in the meal," which is not improbable, then will the direct route to Cincinnati be built. That the movements in reference to the enterprise have been conducted in a mysterious sort of a manner, accompanied with sly winks and shrugging of the shoulders of the very few knowing ones, cannot be denied; but that they intend to act in good faith the citizens of Cincinnati have had implicit confidence. Should it eventually prove otherwise, Cincinnati will again, as she has on some previous occasions, and like many individuals, as well as other communities, have been the "victim of misplaced confidence."

HEADLIGHT OIL.—It is of the greatest importance to Railroad Companies, and it certainly is to their patrons that they should be supplied with the very best oils for this purpose, this being second only in importance to the quality of their lubricator. The practice of using a crude, coarse oil on the Journals of their cars is not only very poor economy, but it is criminal; and no company can long continue the practice without being in the end the losers. Mr. ALEX. S. PATTERSON, the Secretary of the Pacific Oil Works Company, in a recent card, says:

We wish particularly to draw your notice to a *Headlight Oil*, which we are now manufacturing, and which we guarantee to stand a fire test of over one hundred and fifty degrees Fahrenheit.

We have had our attention directed by Railroad Officers to numerous instances of Headlights and Car Lamps having been destroyed by the explosion of Carbon Oils, in use at ordinary temperatures: and these gentlemen have urged the necessity of procuring an article, if possible, perfectly safe. For, if this could not be obtained, they would be compelled to dispense with the use of Oil Lamps in Cars altogether, and resort to the primitive system of candles. In fact, at this present writing, many Railroads are now actually burning candles in their Passenger Cars. A knowledge of these facts has induced us to introduce an *Illuminating Oil*, which we feel every confidence in offering as supplying an important Railroad desideratum, and which we are prepared to warrant as being perfectly reliable. We claim for this illuminator—1st, That it burns much longer than any other Oil 2d, It engenders less crust on the wick, and does not congeal in the coldest weather. 3d, It has much greater brilliancy of flame, and 4th, It has unqualified safety. We only ask for this Oil an impartial trial by you, the result of which, we feel confident, will prove satisfactory to both parties. This Oil has been used by some of our Western and Southern Railroads, and in every instance has its use substantiated all that we have asserted in its favor.

The Chicago & Alton Railroad Company have declared a dividend of five per cent. upon the earnings of the last six months, payable on the 1st of September.

The Southern Railroad Enterprise.

REPORT OF THE CHARLESTON COMMITTEE AS TO THEIR VISIT HERE AND AT LOUISVILLE.

It will be remembered, says the *Commercial* of Aug. 13th, by some of our citizens, that it was once thought to be a good thing to attempt to have Cincinnati connected with leading points in the South by railroad. People in many of the Southern cities were possessed of a like infatuation, they thinking that it would be a good thing for the interests of their respective places to have direct rail connection with Cincinnati. These peculiar whims have led to much writing, visiting and talking, whether they will ever lead to securing the object fancied to be desirable, seems really problematical.

The last circumstance in connection with the various schemes projected is the report of the several committees from Charleston, South Carolina, of their visits to this city and Louisville, in June last.

It will, doubtless, interest some of our people who have a sort of traditional concern for this matter, and a few who are still working to arouse the proper practical attention which the matter is thought to merit by those who look to the future growth of our city as largely dependant on our direct connection with the South.

REPORT.

To the Honorable the Mayor and Aldermen of the City of Charleston, the Board of Directors of the Blue Ridge Railroad Company, the Chamber of Commerce of Charleston, and the Board of Trade of Charleston.

The several committees appointed to proceed to Cincinnati, and to other Western cities to represent the condition and advance the interests of the Blue Ridge Railroad having agreed to unite in rendering an account of their mission, ask leave to submit the following report:

The several committees, though consulting together, had not adopted any settled view before their departure from Charleston. They did not consider themselves authorized to make any specific proposals, nor were they sufficiently informed of the views entertained in the West, or of the works in progress there, to determine the character of such as they should make, had they been clothed with that power.

There had been some agitation in Cincinnati in relation to the connection by railroad with the South Atlantic States, and subscriptions had been made in aid of the proposed undertaking, but no specific scheme had been announced.

From Louisville, Kentucky, nothing had been heard publicly, though it was not unknown that she was urging on with vigor the construction of a branch of the Louisville and Nashville Railroad in the direction of Danville.

In New York, some members of the committee met Mr. C. M. McGehee, the enterprising President of the Knoxville and Kentucky Railroad. From him they learned that this work was actually under construction, and that three-fourths of the capital necessary for its completion had already been secured.

Arguing from these premises, they inferred that the people of Cincinnati and of Louisville would unite their respective roads at Danville, and starting from that point, (which

is about ninety miles from the Tennessee line) would combine their resources for the construction of a common trunk to the Tennessee line, where they would be met by the Knoxville and Kentucky Railroad.

On their arrival in Cincinnati, however, they learned that considerations of weight, having relation to the separate commercial views of the two cities, and others arising out of the agricultural and mineral resources of the country to be penetrated by the respective roads, had led to the adoption of a policy somewhat different. The branch road from Louisville, Kentucky, (called the Lebanon Branch,) starting from the main trunk at a point about thirty miles below Louisville, had already been carried beyond Danville, (passing six miles south of it, and not through it, as had been expected,) and had reached Crab Orchard, in Lincoln County, distant eighty miles from the junction. The road is actually in operation to that point. Cincinnati, on the other hand, had pushed forward the Covington & Lexington Road as far as Nicholasville, and within twenty-four miles in a straight line of Danville, or within thirty miles of the Lebanon Branch Road, which passes, as before stated, six miles south of Danville.

The Louisville Road will be carried forward without interruption to London, in Carroll County, southeast of Crab Orchard, and distant from it about thirty-three miles.

The Cincinnati people, on the contrary, contemplate the projection of their road, after reaching Danville, on a line nearly due south, to intersect the East Tennessee and Georgia Railroad at Philadelphia, Tennessee. This exhibits the divergent views entertained by the two cities.

Your committee are persuaded, however, that the Cincinnati scheme will not be carried out. They have the best authority for believing that there is no practicable pass for a railroad through the mountains west of Wheeler's Gap. This gap being nearly due south of London, the Cincinnati Road, after reaching Danville, would have to run nearly parallel with the Louisville Road, and to pass along side of it through the gap. This alone would be sufficient to condemn it; but in addition to this, the Louisville Road will probably be at London before they reach the point of intersection with it, near Danville.

At London, Louisville will be practically within thirty-seven miles of the complete railroad connection with Knoxville, for London is but thirty seven miles from the Tennessee line. By adopting the Louisville Road, therefore, as a common trunk, Cincinnati will at once be brought as near to Knoxville as Louisville, and avoid besides the expense of constructing one hundred and twenty miles of road through a mountainous and difficult country.

The earnest determination of the Louisville people to accomplish the construction of the road to Knoxville, is best exhibited in the resolutions adopted by their Board of Trade, since the departure of your committee from their city. A copy is annexed to this report, and is respectfully referred to.

In Knoxville an equal spirit prevails. The length of this road (from Knoxville to the Kentucky line) is sixty-four miles: the cost is estimated at \$1,750,000, and \$1,250,000 of the capital is already provided. Their first aim will be to reach the coal deposits on Coal Creek, in Campbell County, a distance of about thirty-four miles. This was doubtless the chief incentive to the undertaking; but

the President of the Company, Mr. McGehee, a most practical and reliable man, pledged himself, at the meetings held in Cincinnati and Louisville, to accomplish his part of the work, and to meet the Louisville Road at the State Line.

What will then remain to be done to effect the long-sought connection between the Northwest and the South Atlantic, will be simply the completion of the remaining one hundred and sixty-four miles of the Blue Ridge Railroad. This will then become a matter of absolute necessity. To leave it in its present unfinished condition, when the great and expensive works, now in progress, shall have been completed, will be to bridge the stream, and stop short of the shore; to win the race, and neglect to take the prize.

The chief object in coming to Knoxville would be to reach the South Atlantic seaports; the preference given to Knoxville, in the effort to accomplish this purpose, must have been determined by the superiority of the advantages offered by the Blue Ridge Railroad for surmounting the intervening mountain barrier. The choice, your Committee are more persuaded than ever, has been wisely made.

The Blue Ridge Railroad is one hundred and ninety eight miles in length; the grade eastward is forty-five feet; westward, sixty feet. Thirty four miles have been built substantially and completely, and are now in operation. One hundred and sixty-four miles only remain; of this, a large part of the heaviest and most costly work has also been done; in tunneling, bridge masonry, and square drains or culverts. Twenty miles of the grading south of Knoxville have been completed, and also the most costly and difficult portion of the stone abutments and piers for bridging the Holston. Three millions of dollars have been expended on these works, of which only \$250,000 were borrowed, under the mortgage, authorized by the Legislature. Of the sum invested by the stockholders, (about \$2,750,000) the company is willing to sacrifice a considerable portion, by a reduction of their shares, or by the issue of a preferred stock, holding their own in abeyance.

In the estimation of your Committee, this is a great and substantial advantage to offer to those who, having a common interest with ourselves, may be disposed to furnish the capital for its completion. The sum required is about \$4,500,000, the original estimate for the whole work having been \$7,500,000; of this sum (\$4,500,000) \$510,000 will be obtained from the State of Tennessee, as the proportion of State aid to which the road in Tennessee is entitled, under the general law of that State to aid the construction of railroads.

There are unissued \$2,250,000 of the Company's bonds, secured by a first mortgage of all its property in the several States, (saving so much of the Tennessee Road as may be required to secure that State for its loan as above stated.) These would, doubtless, become available in the progress of the work, leaving not more than \$2,000,000 to \$2,500,000 to be raised by subscriptions to the capital stock.

This amount having a preference of dividends, would, apparently, be a safe investment. It can not be doubted that so great a thoroughfare would have business enough to pay the interest on four-sevenths of the cost, namely on \$4,750,000; particularly when it is considered that this sum of \$4,750,000 does not amount to \$25,000 per mile of road, and

that other works of a similar character have cost \$50,000 to \$70,000 per mile.

The extension of the Lebanon Branch of the Louisville Railroad being determined upon, and on grounds entirely local; and the construction of the Knoxville and Kentucky Railroad being now equally a matter of certainty, it would be unreasonable to suppose that when these works are accomplished, Louisville and Knoxville will consent to stop there, and being brought within thirty-seven miles of each other, continue to be separated by that space. No one can doubt that the remaining thirty-seven miles would soon be built, even if the Blue Ridge Railroad had no existence.

So Cincinnati being, as has been already said, committed to the extension of the Lexington Road to Danville, (from local considerations also,) may be regarded as equally implicated in the progress of the events that are leading irresistibly to the early connection of both cities with Knoxville.

The connection being then regarded as certain, let us now compare the advantages offered by the two rival routes for reaching the South Atlantic ports—that by Cumberland Gap and the French Broad, and that by the Rabun Gap, or Blue Ridge Railroad. Let the question be first considered in relation to Cincinnati.

In the prosecution of the enterprise, the point of departure for her would be Paris, this being the easternmost point on the Lexington Railroad. The distance from Paris to Cumberland Gap in a straight line is 120 miles: from Cumberland Gap to Asheville, North Carolina, 100 miles; from Asheville to Spartanburg, South Carolina, 100 miles.

Thus it is seen that it would require the construction of three hundred and twenty miles of new road to accomplish, by way of Cumberland Gap, the great object in view.

The cost, at a moderate estimate, would not be less than \$12,000,000. The trade of Georgia, too, would be lost to the road, for it would be nearly, or quite, as short for her to carry on her traffic, as now, by way of Knoxville and Dalton.

By way of Rabun Gap, on the other hand, there are only one hundred and sixty-four miles of new road to be constructed, and of this a great deal of the heaviest work has been done in detached sections, so that the cost of completing it will not exceed \$4,500,000, and by this route the whole interior and seaboard of Georgia, are rendered as accessible, and brought as near as those of South Carolina.

It will be observed, too, that in computing distances, we have given the Cumberland Gap route the benefit of air lines as far as Asheville, North Carolina. Whereas, in the case of the Rabun Gap, or Blue Ridge Road, it is the actual length of the located line that is given.

In the case of Louisville, a deduction of seventy miles will have to be made in the length of road to Cumberland Gap. When the Lebanon extension reaches London, the distance then to the Gap will be only fifty miles, instead of one hundred and twenty, as it is in the case of Cincinnati and Paris. But this would be of value only in the event that Cincinnati should abandon the Paris project, and consent to make her connection by way of Danville and London. In the opposite view, that is, if she persisted in the construction of an independent road from Paris, these fifty miles would, on the contrary, have to be added to the length of new road, of which the

construction would be necessary to give the two cities the connection sought, that is, three hundred and seventy miles by way of Cumberland Gap, against one hundred and sixty-four miles by way of Rabun Gap and the Blue Ridge Road. It appears to your Committee that these plain and practical considerations forever set at rest every effort to unsettle the conviction, now, they believe, almost universally entertained, that the Blue Ridge Road possesses, in every aspect of the case, advantages that exclude all rivalry, in its claims upon the two great sections of country that have so long been struggling for a closer union.

It must nevertheless be admitted that the source from whence the capital for its completion is to be drawn remains unrevealed.

The people of Cincinnati, influenced by the same discouraging experience that has everywhere attended the first contributions for the construction of new railroads, are averse from making individual subscriptions; and by the Constitution of Ohio the city of Cincinnati is prohibited from contributing to such enterprises. Impelled, however, by an honorable ambition to keep pace with the general progress, and fully to develop the great natural advantages of their city, they are looking with an intelligent eye to a direct southern connection, and are actually engaged in raising by subscription a fund of \$1,000,000 (now nearly completed) to be offered as a bonus to any company that may complete and put in operation the road they shall indicate.

It is not yet decided to what particular work this fund shall be devoted; neither can it be deemed very available, encumbered as it is with the condition that the payment shall be made only after the road shall have been completed and put in operation.

Your Committee took the liberty of recommending that the public-spirited subscribers to this fund should appoint a committee of their own number to determine where it may be bestowed, with the greatest advantage for the welfare of their city.

Unless reasons of a local character should render it essential to give it in aid of the Covington and Lexington Road, your Committee can not perceive how it can be better applied for the interests of Cincinnati, than in hastening the completion of the Blue Ridge Railroad.

An additional motive for giving it this direction exists in the natural rivalry between the two cities of Louisville and Cincinnati. It may be considered certain from the existing posture of affairs, that Cincinnati will find it to her interest to conduct her traffic with Knoxville over the Louisville and Kentucky or Lebanon Branch Road. The reasons for this opinion have already been given in another place.

If, in addition to this advantage, Louisville should also be the first to avail herself of the great and predominating power to arise out of the possession or control of the Blue Ridge Railroad, Cincinnati will be placed at a great and irretrievable disadvantage in the commerce of the West, with the South Atlantic States. Those are considerations that can not be overlooked or disregarded with impunity. Your Committee are of opinion that the interest of both cities would be best consulted by the union of their strength and resources for the achievement of the common object.

The work would thus be more speedily accomplished, and its early completion is es-

sential to secure to them the full and just returns of their present investments.

If the Blue Ridge Railroad could be carried on simultaneously with the works now in progress in Kentucky and Tennessee, the completion of the several parts of the great chain could be made coincident, and the full benefit of a perfect system be immediately secured. But if the resumption of work on the Blue Ridge Road is to be deferred until the Kentucky and Tennessee Railroads shall have been completed, the disjointed parts will, necessarily, possess far less vitality and fruitfulness.

In view of all that has been said, your Committee are of opinion that it is essential to impart greater efficiency and directness to the effort to secure the capital so urgently required. To this end they would respectfully recommend that the Board of Directors be authorized and empowered, by a resolution of the stockholders, to make such terms and conditions in relation to the capital now invested, as may be found essential to accomplish the proposed object. They recommend to the honorable the Mayor and City Council to give this suggestion their favorable consideration, and to take such action thereon as may appear to them wise and expedient.

Your Committee can not conclude this report without expressing the lively sense they entertain of the distinguished courtesy and hospitality of their reception both in Cincinnati and Louisville. This was, doubtless due to the official character in which they had the honor of presenting themselves; but they can not, at the same time, suppress the expression of a grateful sensibility to many acts of personal kindness and consideration.

To Theo. Cook, Esq., President of the Chamber of Commerce, of Cincinnati, T. Sherlock, Esq., W. H. Davis, Esq., L. Anderson, Esq., and many other distinguished citizens, they were indebted for every possible attention, and for the most profuse hospitality.

In Louisville, the Hon. J. S. Lithgow, Mayor of the City; H. D. Newcombe, Esq., President *pro tem*, of the Louisville and Nashville Railroad; Albert Fink, Esq., the Chief Engineer; General M. W. St. John, his assistant; J. B. Smith, Esq., President of the Board of Trade; Dr. J. Laurence Smith, (a fellow-citizen from Charleston); Messrs. Wilder, and many others, gave them the warmest welcome, and by every possible attention and hospitality contributed equally to promote the business of the delegation and the enjoyment of its individual members. Such intercourse as this is well calculated to impart new vigor to the desire that has always existed here for a closer union with our brethren of the West.

G. A. TRENHOLM, Chairman.

Committee of City Council of Charleston—Edward Frost, J. B. Campbell, E. Willis.

Committee of Blue Ridge Railroad—G. A. Trenholm, J. P. Reed, Edward Frost, H. Gourdin.

Committee of Charleston Chamber of Commerce—M. C. Mordecai, H. Gourdin, T. J. Kerr, Edward Frost, E. Willis, William A. Courtenay, C. H. West, jr.

Committee of Board of Trade—G. A. Trenholm, William Ravenel, E. W. Marshall, E. Willis, G. W. Clark.

A new railroad was opened in the oil regions on Tuesday of last week. It is called the Warren and Franklin Railroad, and extends from Irvinetown, on the Philadelphia and Erie road, down the west bank of the Alleghany River to Oil City, a distance of 51 miles.

Cleveland and Toledo.

The following, which we copy from the *Railroad Journal*, is a comparative statement of the earnings and expenses of the Cleveland and Toledo Railroad for the years ending April 30th, 1865 and 1866.

Earnings:	1865.	1866.
From passengers.....	\$1,028,476 47	\$1,140,986 81
" freight.....	979,553 01	1,139,781 84
" mails.....	25,849 99	25,849 99
" express.....	70,219 18	82,219 39
	\$2,104,098 64	\$2,388,868 02

Expenses:	1865.	1866.
Running expenses.....	\$1,080,776 04	\$1,117,074 50
State taxes.....	48,015 65	61,535 83
Government taxes.....	53,872 64	69,454 34
Miscellaneous expenses.....	19,811 93	19,681 04
Rents.....	59,577 93	65,823 97
Interest and exchange.....	5,866 27	9,237 91
Profit and loss.....	1,417 02	10,342 97

Total expenses.....	\$1,269,318 08	\$1,353,150 55
Net earnings.....	\$ 834,780 56	\$1,035,717 47
Interest on bonded debt, 1865-'66.....	\$ 172,636 22	
Div'd Oct. 25, 1865, 5 per cent.....	249,774 00	
Dividend April 25, 1866, 8 per cent.....	387,248 00	
		\$80,658 22

Balance to credit of income account.....	\$226,059 25	
The gross earnings for the year were.....	\$2,388,868 02	
Running expenses.....	\$1,117,074 50	
Taxes rents, salaries, etc.....	236,076 65	
Interest on bonds.....	172,636 22	
		\$1,525,786 77

Leaving for the stock a net of.....	\$863,081 25	
— or 17.83 per cent. of the capital.		

The balance to credit of income account—		
May 1, 1865, was.....	\$440,883 73	
Add income for the year ending April 30, 1866, after payment of interest.....	863,081 26	
		\$1,303,964 98
Deduct div'ds Oct. and April, 13 per cent..	637,022 40	

Leaving balance of income account, May 1, 1866, as shown in General Account.....	\$666,942 98	
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The gross earnings show an increase over those of the preceding year of \$284,769 38, with an increase in running expenses of \$36,318 46; to which add increase in general expenses, \$40,281 01—making the total increase in expenses, \$76,599 47, and leaving a net increase for the stock of \$208,169 91.

The running expenses were 46.76 per cent. of gross earnings; in 1864-'65, they were 51.36—showing an improvement of 4.60. The total expenses were 63.87 per cent.—an improvement of 5 per cent.

The following is a comparative statement of the capital stock and bonded debt of the company, as given in the reports for the past and preceding year. The date of maturity of these bonds, and the time when and place where the interest is payable is given in full on page 738 of this week's issue.

Bonds:	1865.	1866.
Junction 1st mortgage, 1st div.....	\$229,000	\$213,000
" " " " 2d div.....	159,000	146,000
Toledo, N. & C 1st mortgage.....	3,000	....
Dividend bonds.....	12,2 5	....
" Certificate 3 due 1865.....	5 5	280
Cleveland and Toledo income.....	6,000	6,000
" " mortgage.....	....	300,000
" " sinking fund.....	2,205,000	2,081,000

Total bonded debt.....	\$2,614,810	\$2,747,280
Capital stock.....	4,090,000	4,841,000

Total stock and bond.....	\$7,305,410	\$7,587,880
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Capital stock has increased during the year \$151,000, all by conversion of bonds; the increase in bonded debt is \$131,470—making the total increase in bonds and stock, \$282,470, which is represented by new works and improvements chargeable first to "change of line," and "Union Passenger Depot," and

thence to construction, by real estate purchased in Cleveland, by increased equipment, etc., as will more fully appear by reference to the annexed statement, showing the resources of the company, and disposition of the same for the past year:

RESOURCES.

Net earnings.....	\$883,081 25
Cash on hand, June 1, 1865.....	39,011 64
Bills receivable collected.....	8,013 05
Balances due from other companies, etc., collected.....	61,015 48
Stocks and bonds of other companies sold.....	21,621 65
Increase of capital and bonded debt.....	242,470 10
Construction and iron account.....	27,976 33
Portion of May earnings used.....	574 99
	\$1,303,764 39

DISPOSITION.

Expended for real estate.....	\$19,392 20
" on account of new line.....	33,032 30
" Union Passenger depot.....	45,500 25
Increased inventories of materials, etc.....	59,291 46
" equipment.....	144,320 53
Reduction in unpaid bills.....	13,536 66
" dividends.....	7,874 10
" pay rolls.....	265 92
" coupon.....	742 72
" bills payable.....	50,000 90
" of construction account.....	27,416 58
Paid into sinking fund.....	24,000 00
" Dividend No. 15.....	249,774 40
" Dividend No. 16.....	347,248 00
" Dividend Bonds (old).....	2,840 00
" Discount, etc.....	30,000 10
Cash on hand, June 1, 1866.....	176,612 27
	\$1,303,764 39

With the consent of the committee on accounts, the "Construction Fund" and the "Iron" accounts have been closed by merging them into General Construction, which account is thereby somewhat reduced, and now shows, it is believed, the real cost of the property it represents. The President, in his report, says:

During the last four months of the fiscal year, the rates for freight transportation were 2 43 cents per ton per mile, and for the whole year 2.63 cents; or for the year, 10 per cent. less, and for the last four months 16 per cent. less than during the previous year.

In passenger train earnings, there was a falling off in December, January and February last, as compared with the corresponding months of the previous year, of \$35,329 66, due chiefly to the *passport system* of 1864-'65 diverting the usual travel from the Canada lines to your route.

As will be seen by the Superintendent's Report, the expenses for fuel and for repairs of equipment have been unavoidably higher than for the previous year, and the car repair account has been largely increased by inventorying new cars at less than cost or present actual value.

Under these circumstances, the results of the year's operations are deemed very satisfactory.

A large amount of ballasting has been done, and masonry in bridges and culverts built during the year, materially improving the road bed.

The track has also been maintained in good condition. The rapid wear of re-rolled rails placed in your track during the past three years, has induced the Board to make efforts to obtain the best iron rails for renewals.

Experience both here and in Europe in the use of steel rails, leads to the opinion that steel will prove superior to, and more economical than iron, for rails on roads having a heavy traffic.

Your equipment has been increased by the addition of 122 new freight cars, 6 new passenger cars, and 2 baggage cars.

The number of freight cars now owned by the company would be ample for the coming year, if all your connecting lines furnished their share of cars for the through business.

Your motive power has been increased in capacity, by rebuilding three engines on larger proportions; four others are now in process of reconstruction, but to meet the probable demands for power, new engines should be built as the capacity of your shops will admit of it.

A sense of the importance to your company of having their own line completed to Cleveland at an early day, has caused the Board to proceed with the construction of the Oberlin and Elyria line, which will, it is expected, be ready for use in August next.

To meet the outlay on this and other improvements made and to be made, the Board, on the 22d of February last, authorized the issue of \$1,000,000 in seven per cent. mortgage bonds, payable in 1886, to be sold as funds are required for these purposes. Of these bonds, \$300,000 have already been sold. Upon the completion of the road between Elyria and Oberlin, the use of the C. C. & C. road by your trains between Berea and Grafton, will be discontinued, when your payments to that company for rents and repairs will be materially reduced.

The large and increasing freight business of both roads, will soon require more facilities in Cleveland, which can be readily obtained by restoring your North Division track between Berea and Cleveland.

The Sinking Fund Commissioners' Report shows the assets in that fund to amount now to \$370,860 65, a sum which, with the annual contribution from your earnings, provided for by the mortgage, will retire the bonds before maturity.

The Superintendent's Report shows a large increase in through freight and in passenger business, but owing to short crops along your line, last season, the local freight tonnage has fallen considerably below that of the previous year.

In the general business, the anticipations of the last report of the Board have been fully realized, and no reason now appears why you may not expect a steady increase in traffic.

Recent action of the principal railroad lines, indicates that you may look for more remunerative rates on freight business, than prevailed during the last part of the past year, and further, that the payment of large commissions to parties selling passenger tickets, will be stopped.

This company has joined other roads in forming a line of through freight cars between Chicago and the seaboard, *via* New York Central road, which line proves a satisfactory addition to your facilities for freight business.

A similar line, to run in connection with the Erie Railway is proposed, but not yet fully in operation.

The Union Passenger Depot at Cleveland is now approaching completion; it is expected that when done, passenger trains will be run through without change between Buffalo and Toledo, to the manifest advantage of the traveling public.

The equipment of the road consists of 37 locomotives, 32 coaches, 7 second class cars, 4 mail, 15 baggage, 380 box, 65 stock, 112 rack and 195 platform cars.

Number of miles run by freight cars, 7,075,916; by passenger cars, 1,030,170; by emigrant cars, 252,148; by baggage cars, 438,234; by mail cars, 99,154—total, 8,895,622.

Miles run by freight engines, 589,129; by passenger engines, 267,132; by working engines, 138,302—total, 994,564.

The number of passengers carried eastward was 270,575, of which 85,356 were through, and 185,219 way; do., carried westward, 336,911, of which 136,504 were through, and 200,407 way—total passengers carried 607,486, of which 172,820 were foreign, and 434,666 local passengers. Equivalent number of passengers carried one mile, 37,233,769, equal to 311,284 through. Number of passengers carried in 1864-'65, 586,172—increase, 21,314; decrease in mileage of passengers, 869,571.

Tons of freight transported eastward 300,866, of which 229,109 were through, and 71,757 way; do., westward, 173,357, of which 119,203 were through, and 54,154 way—total tons transported, 474,223, of which 348,312 were through, and 125,911 way. Equivalent number of tons carried one mile, 44,328,972, equal to 406,869 through. Tons carried in 1864-'65, 410,401, showing an increase in tonnage of 63,822, and in mileage of freight, 9,537,680.

GENERAL ACCOUNT.

Construction—cost of road to date.....	\$6,521,556 75
Equipment.....	867,609 42
Stock and bonds of other companies.....	35,115 10
Real estate.....	57,317 16
Bills receivable.....	17,501 43
Materials on hand.....	312,001 41
Cash.....	176,612 27
Due from other companies and individuals.....	1,340 23
Due from Post Office Department.....	2,374 16
Sinking fund.....	291,700 29
Dividend bond account.....	2,840 00
	\$8,369,819 41
Capital stock.....	\$4,241,600 00
Bonded debt, as above.....	2,743,240 00
Bills payable.....	3,741 90
Unpaid audited bills.....	29,002 96
Dividends not called for.....	4,138 40
Unpaid on pay rolls.....	2,265 41
Coupons due but not yet presented.....	2,797 98
Portion of May earnings collected.....	73,49 76
Income account, balance.....	669,941 98
	\$8,369,819 41

President—JOHN NEWELL.

Directors—John Newell, James Mason, T. P. Handy, D. N. Barney, A. H. Barney, Henry Keep, John Gardiner, T. H. Hoag and S. M. Young.

Superintendent.—L. D. RUCKER.

Sec'y and Treasurer.—WM. F. STAUNTON.

Minnesota Railroads.

The steady progress of railroads in this State affords the most gratifying evidence of our prosperity and indicates a brilliant future for Minnesota. There are now (including main lines and branches) twelve land grant railroads in this State extending in the aggregate over two thousand miles.

They comprise the

	Length.
1 Minnesota Central.....	115 miles.
2 Minnesota Valley.....	170 "
3 St. Paul & Pacific 1st Division.....	80 "
4 do do Main line.....	180 "
5 do do Branch from St. Paul to Stillwater.....	18 "
6 do do Branch from Watab to Pembina.....	332 "
7 do do Branch from St. Cloud to Lake Superior.....	190 "
8 Lake Superior and Mississippi.....	140 "
9 St. Paul & Winona.....	100 "
10 Winona & St. Peter.....	97 1/2 "
11 From Hastings to Western Boundary.....	200 "
Total.....	2,005 "

The land grants render the completion of these lines simply a question of time, and indeed, on five of them, viz.: Minnesota Central, Minnesota Valley, St. Paul & Pacific—first division, Winona & St. Peter, and Southern Minnesota, track laying is now in progress.

The St. Paul & Pacific Company, First Di-

vision, are track laying between Big Lake and St. Cloud, and will continue to work without interruption until the latter place is reached.

The Minnesota Valley Company are steadily pushing forward the work between St. Paul and Mendota, and a few weeks will see it completed.

The Minnesota Central is laying track rapidly between Faribault and Owatonna, which latter point will be reached about the first of September.

The Winona & St. Peter Company are vigorously at work putting down iron between Kasson and Owatonna, and expect to reach that place simultaneously with the Central.

The Southern Minnesota is extending towards the Winona & St. Peter Road, and will have the cars running to Rushford, a distance of twenty miles, this season.

The amount completed early this fall will be as follows:

St. Paul & Pacific (St. Paul to St. Cloud).....	80 miles.
Minnesota Valley (St. Paul to Shakopee).....	25 "
Minnesota Central (St. Paul to Owatonna).....	80 "
Winona & St. Peter (Winona to Owatonna).....	80 "
Southern Minnesota (Hokah to Rushford).....	20 "
Total.....	285 "

In addition to the above the following roads are partially graded:

Lake Superior & Mississippi.....	30 miles.
St. Paul & Pacific (main line projected west from Minneapolis to Big Stone Lake).....	30 "
St. Paul & Winona.....	10 "
Minnesota Valley from Shakopee to Belle Plaine).....	15 "
Total.....	85 "

RECAPITULATION.

Total length of Land Grant Railroad in Minnesota.....	2,005 miles.
Amount which will be completed this fall.....	285 "
Additional amount graded.....	85 "

By the terms of a bill which passed Congress a few days since, the time for the completion of all these roads has been extended to seven years from last spring. We are confident, however, that the men engaged in the prosecution of these public works will take as little of the extension as possible, and we expect to see all the roads completed some time before the seven years expire.

Though all these roads reach St. Paul in some manner, seven terminate here directly. There are beside two Wisconsin Land Grant Roads which will terminate here. They are the road from Hudson to Bayfield on Lake Superior, and the line from Hudson to Tomah, a point on the railroad between La Crosse and Milwaukee. This will give us nine roads terminating directly here, as follows:

Minnesota Central.
Minnesota Valley.
St. Paul & Pacific, First Division.
do do Main Line.
do do Branch to Stillwater.
St. Paul & Winona.
Lake Superior & Mississippi.
Hudson & Bayfield.
Tomah.

The person who questions the idea of St. Paul being the commercial centre of Minnesota should study these facts.—*St. Paul Pioneer.*

The earnings of the Central Pacific Railroad for June were \$67,000 in gold; for July, \$85,000 in gold.

The receipts of the Toledo, Wabash and Western Railroad for the month of July were:

1866.....	\$304,916 97
1865.....	271,798 67
Increase.....	\$ 33,118 30

Subterranean Passage from the Dead to the Red Sea.

At the last meeting of the Franklin Institute, the Secretary, Prof. Morton, stated in his Report on Novelties in Science and Arts that "the analysis of the Red Sea water lately made by MM. Robinet and Lefort, shows its identity with ordinary ocean water, and difference from that of the Dead Sea, thus disapproving the supposed connection of these by any subterranean communication."

It has evidently been supposed that the water would flow from the Dead Sea to the Red Sea, but how can that be possible, when we know that the surface of the former is some 1312 feet, or a quarter of a mile, below that of the latter?

There is one way of explaining the possibility of such water flow, namely, by the difference of the specific gravity of the waters in the two seas, which is about 20 per cent.

A column of salt water of specific gravity 1.20 in the Dead Sea, of five times 1312=6560 feet=1½ miles, would balance a column of fresh water in the Red Sea equal to six times 1312=1½ miles in height. Adding some depth to the column for head of flow, we have the operation possible, but the question is how the water can become fresh at the bottom of the columns?

It is possible, and even probable, that the salt water is distilled by volcanic heat in some cavities at the bottom of the Dead Sea, from which the fresh water is conveyed through some subterraneous channel to the Red Sea, or some other place. If there exist such a subterraneous conveyance, it cannot be an open free space conveying salt water which could not flow about the level of the Dead Sea, and if salt water was continually flowing out and fresh in, the saltiness of the water in the sea could not remain permanent, but would soon become fresh and ultimately melt away the salt banks about the city of Sodom.

The subterraneous communication is likely very irregular, through hundreds of miles of strata of gravel and different kinds of minerals in which the water would be so thoroughly filtered and rejuvenated, that it could not likely be recognized as water from the Dead Sea, even if taken at the very opening where it may enter the Red Sea.

I have made some calculations of the quantity of fresh water flowing into the Dead Sea in the dry season, and found it to amount to a thickness (3-16) three-sixteenths of an inch on the surface. 360 square miles, in twenty-four hours, which would be the amount of evaporation if there is no subterraneous discharge. In the rainy season, the water rises some 15 feet, which, by the before-mentioned rate of evaporation, would require a time of two years and a half obbing the level of the sea down to that in the dry season, and that even without the supply from the river Jordan, whilst the water falls to the ordinary level in some three months, in the coldest season of the year.

This fact seems to indicate the existence of a subterraneous discharge from the Dead Sea.

The supposition that the water in the Dead Sea would become fresh by fresh water flowing into, and salt out of it, is contradicted by the case of the Black Sea, where only fresh water is supplied, and salt water discharged through the Bosphorus into the Mediterranean. The quantity of salt passing through at Constantinople amounts to some 60,000 tons for every twenty-four hours, showing what an immense salt manufactory there must be in the Black Sea, and consumption of the same material in the Mediterranean.

The salt passing through the Gibraltar Straits into the Mediterranean amounts to one million and a half of tons per every twenty-four hours, which would be a chunk of solid salt as large as eight times the size of the Continental Hotel. I am unable to account for the manner in which this enormous quantity of salt is disposed of in the Mediterranean. Some of it may be carried off through some subterraneous channel into the Red Sea.—*Jour. Franklin Institute.*

RAILROAD ITEMS.

The St. Louis Dispatch says: "We learn that efforts are being made to complete the Memphis and Little Rock Railway from Memphis to Duvall's Bluff. Mr. R. C. Brinkley and Mr. W. Greenlaw, on behalf of the road, obtained subscriptions in Memphis to the amount of \$95,000. We hope the road will in a short time be pushed down to the Texas border, as was, we believe, contemplated by its originators

Contracts have been awarded to Messrs. Studds & Pullman, Studds & Auld and Mason & Johnson, for the grading, bridging and masonry, and superstructure of the bridges, on seven sections of the Alexandria and Fredericksburg railroad, including the Mount Vernon Branch. The work will be commenced at once, and pushed forward vigorously. The contracts awarded amounted to upwards of \$100,000. The remainder of the line, from the Occoquan to Brook's Station, on the Fredericksburg and Aquia Creek railroad, will be ready for letting out the 20th instant, when it is expected the whole road will be put under contract.

WINONA AND ST. PETER RAILWAY.—The Rochester (Minn.) Post of the 4th inst., says that this important line of road is finished, the rails laid and ready for the rolling stock to within eight miles of Owatonna, and it is confidently expected that it will be finished to that point by the fifteenth of this month.

A new station is established at Claremont, fourteen miles west of Kasson, and a depot and elevator are being built there and a water tank put up. The elevator at Owatonna is to have a capacity of 70,000 bushels.

The Central Railroad Company have been making great exertions to get to Owatonna before this road, and have about seven miles of track laid from Faribault, but they have run short of iron, and it is now altogether likely that the Winona Road will get in several lengths ahead of them.

The following is the statement of the business of the Illinois Central Railroad Company for July, 1865.

LAND DEPARTMENT.

Acres Construction Lands sold.....	5,598 63 for \$61,831 00
Acres Interest Fund Lands sold.....	240 00 for 3,920 20
Acres Free Lands sold.....	1,091 77 for 12,536 22

Total sales during the month of July, 1865.....	6,840 40 for \$78,296 42
To which add Town Lot sales.....	4,014 25

Total of all.....	\$82,310 67
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Cash collected in July.....	\$128,969 58
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TRAFFIC DEPARTMENT.

Receipts from Passengers.....	\$133,014 96
Receipts from Freight.....	273,742 00
Receipts from Mails.....	6,358 33
Receipts from Rent of Road.....	4,000 00
Receipts from Other Sources.....	50 000 00

Total Receipts in month of July, 1865.....	\$467,115 29
Total Receipts in month of July, 1865.....	\$527,903 00

MONETARY AND COMMERCIAL.

There is but little change to note in the money market since our last week's review. The supply of capital is abundant, but in the present condition of the public health, lenders are more cautious in making loans; so that parties not having claims upon bankers, or without the necessary acquaintance, find it difficult to negotiate their paper, while the satisfactory offerings are readily absorbed at regular rates. Exchange has been in good supply, and rates are weak. The usual quotations are:

	Buying.	Selling.
New York.....	50 dis@par.	par@50c prem.
Philadelphia.....	50 di-@par.	par@30c prem.
Boston.....	50 dis@par.	par@30c prem.
Gold.....	139	150
Silver.....	130@138	140@141

The New York gold market has been firm, with an advance of from two to three per cent. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
August 9.....	148 $\frac{3}{4}$	148 $\frac{3}{4}$	148 $\frac{1}{2}$	148 $\frac{3}{4}$
" 10.....	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{3}{4}$
" 11.....	148 $\frac{3}{4}$	148 $\frac{3}{4}$	148 $\frac{3}{4}$	148 $\frac{3}{4}$
" 12.....	149 $\frac{1}{8}$	149 $\frac{1}{8}$	149 $\frac{1}{8}$	149 $\frac{1}{8}$
" 13.....	149 $\frac{1}{8}$	149 $\frac{1}{8}$	149 $\frac{1}{8}$	149 $\frac{1}{8}$
" 14.....	149 $\frac{1}{8}$	150	149 $\frac{1}{8}$	150
" 15.....	150 $\frac{1}{2}$	152	150 $\frac{1}{2}$	151 $\frac{3}{4}$

The whole world has been electrified by the rapid progress, and wonderfully speedy apparent close of the European war. The halcyons of peace have not yet died on the air, when we learn by the ocean telegraph, under date of London, Tuesday noon, Aug. 14, that "The Prussian Government has informed the Emperor of France, that his demands for the extension of the frontier of his Empire to the banks of the river Rhine cannot be complied with, and that the Prussian territory there situated will never be ceded to France." This is regarded as being almost equivalent to a declaration of war, and that it must inevitably lead to that result. It certainly shows in a conclusive manner the part heretofore taken by Napoleon in fermenting the triangular war between Prussia, Italy and Austria. Napoleon had expected, with almost every body else, that Austria would prove more than a match for her opponents; and he even went so far as to notify her that she must not punish them too severely. The result is so contrary to his expectations, and the benefits accruing to his proteges are so huge, while he is so completely left out in the cold, that the situation has become embarrassing. The only recourse he now has of getting a share of the spoils is to plainly ask for them, as being his due, on account of the moral support that he has given them. Prussia apparently cannot see it; and although she has accomplished all she intended at the outset, and added territory after territory on one side of her kingdom, she would be equally weakened were she to resign an equivalent extent of territory on the other. It would simply be weakening a power on whom she had some ostensible claim for friendship, to strengthen another that is, or might more properly be considered

her natural enemy. The most amusing part of the affair is the hypocritical reason assigned by the *Moniteur*, the official organ, which argues "that the course of Napoleon in the recent negotiations has been guided entirely by his endeavors to preserve the peace of his own empire, and of all Europe." Was ever manifest such love as this? Verily Napoleon has become a pattern of benevolence, and has set an example of a self sacrificing spirit that would beautifully illuminate the character of the wolf in the fable, that had such a remarkable desire to preserve peace between wolves and sheep. We must rely, however, on future intelligence to prove whether he has the nerve to carry out his role, and whether he has not mistaken the belligerent character of the animal on which he is trying to play the game of wolf. We are in error if he has not.

The following from the *Tribune* of Aug. 15 shows the condition and spirit of the New York market:

Railway bonds were sold in a small way only. The small stocks were lower. Railway shares were lower, and were offered quite freely. There is no short interest of consequence, and no buyers but "bulls," who seem to have all they want for the moment. Erie sold after the call at 68 $\frac{1}{2}$, and this in the face of a reported gain of \$100,000, in the July traffic. Fort Wayne fell to 103 $\frac{1}{2}$, as against 106 yesterday. Michigan Southern fell to 84 $\frac{1}{2}$, a decline of 1 $\frac{1}{2}$ per cent. Reading was fairly sustained. After the public call prices were stronger. At the Second Board the market was steady, and after the call prices were quite strong on the street, and closed firm at quotations: Ohio and Mississippi, 29 $\frac{1}{2}$ @29 $\frac{3}{8}$; Boston Water Power, 29 $\frac{1}{2}$ @30; Cumberland Preferred, 46 $\frac{3}{4}$ @47 $\frac{1}{4}$; Quicksilver, 50 $\frac{3}{4}$ @51; Mariposa 11@12; Mariposa Preferred, 26@27; Western Union Telegraph, 56 $\frac{3}{4}$ @56 $\frac{1}{2}$; New York Central, 101 $\frac{1}{4}$ @104 $\frac{1}{2}$; Erie, 68 $\frac{1}{2}$ @69; Reading, 112 $\frac{3}{4}$ @113 $\frac{1}{4}$; Michigan Southern, 85 $\frac{1}{4}$ @85 $\frac{1}{2}$; Illinois Central, 121 $\frac{1}{2}$ @122; Cleveland and Pittsburgh, 86 $\frac{1}{2}$ @86 $\frac{3}{4}$; Cleveland and Toledo, 115 $\frac{1}{4}$ @116 $\frac{1}{4}$; Rock Island, 105 $\frac{1}{4}$ @105 $\frac{1}{2}$; North Western, 35 $\frac{3}{4}$ @35 $\frac{7}{8}$; do. Preferred, 66 $\frac{1}{2}$ @67; Fort Wayne, 103 $\frac{1}{2}$ @104.

WM. MERCER,
Cambridge, Ind.

R. B. MORE,
Late Master Car Builder,
C.H.&D.&D.&M.E.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug. 2, tf.]

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

VERY-CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

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KENTUCKY Silver Lead Lands,

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T. WRIGHTSON,

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CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable there after to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 " " 6 1/2 " " 35 " "				
3, 8 " " 11 " " 36 " "				
4, 8 " " 9 " " 35 " "				
5, 7 1/2 " " 6 1/2 " " 30 " "				
6, 10 " " 8 " " 40 " "				
7, 7 1/2 " " 8 " " 35 " "				

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

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D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,
and
Cincinnati, Hamilton & Dayton.

Consolidated.

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburgh, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

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Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants' Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
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Geo. S. Brecount, Contracting Agent.

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H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

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Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

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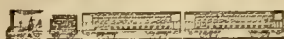
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1866.

CHANGE OF TIME!

By the Broad Road Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.	
HAMILTON.....	10:39 "	11:53 "	
DAYTON.....	12:05 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:14 "	4:29 "	
GALLION.....	4:55 "	5:25 "	
MANSFIELD.....	5:15 "	6:30 "	
AKRON.....	8:32 "	9:0 "	
RAVENA.....	9:25 "	10:15 "	
LEAVITTSBURG.....	11:30 "	11:10 "	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:15 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	1:30 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	5:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

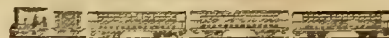
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m. — CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m. — MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m. — WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m. — EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m. — EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m. — EXPRESS TRAIN, from the West, leaving Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m. — FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m. — WAY TRAIN, from Harrisburg, passing Reading at 10:49 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

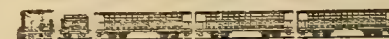
2:10 p. m. — FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

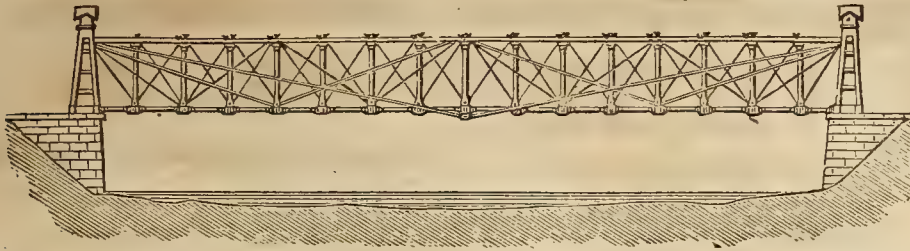
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

W. M. F. HEWSON,
STOCK BROKER,
21 WEST THIRD STREET, CINCINNATI.

Buy and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

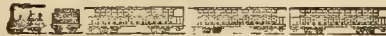
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE
Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequaled by any Railway on this Continent.

Sleeping Cars on night trains.
Night Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALER

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,
Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate, with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.

One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.

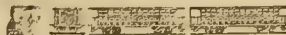
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA, POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street. where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.0 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON, } Editors

CINCINNATI:
THURSDAY, AUGUST 23 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:25 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:55 A. M.
Marietta and Parkersburg Mail..... 8:25 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:25 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:40 A. M.
Loveland Accommodation..... 5:45 P. M. 7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City...	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:40 A. M.	9:50 P. M.
Toledo and Sandusky.....	6:40 A. M.	9:25 P. M.
Dayton and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Cincinnati, Cambridge City and Indianapolis Mail..... 7:00 A. M. 9:30 P. M.
Cincinnati, Cambridge City and Indianapolis Express..... 1:30 P. M. 11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	9:00 P. M.	12:05 P. M.

The Progress of Agriculture in the United States.

Not only the subsistence of a people, but their growth and strength depends on agriculture. In modern times, it is fashionable to eulogize the power and production of commerce; but, without agriculture, there would be no commerce, and without a surplus of agricultural products, there would be no wealth. It is entirely true, that if men were to confine themselves to agriculture, they would be a comparatively rude people. It is art and commerce which gives the refinements to civilization.

The English System of Political Economy, founded by Adam Smith, assumes labor to be the main element of wealth; but, what would labor do with no materials to work upon? The fact is, that we might as well expect wealth from the naked land, without labor, as to expect it from labor without land, water, and mines. True political economy takes into view all the elements of air, land, water, mines and labor. All these are given to man to avail himself of, as means of happiness, of subsistence, comfort, and wealth; and when all are directed by an enlightened reason, they produce the growth of society, and of its arts, commerce, and agriculture. Art furnishes the refinements, commerce the intercourse, and agriculture the subsistence of civilized communities.

In analyzing the agriculture of a country, we should consider its actual production, its relation to population, and the means it furnishes to commerce. For twenty years past, the U. S. Census returns enable us to make this comparison, with considerable accuracy. The following tables, which we have prepared from those returns, will give a fair view of the amount and growth of agriculture in this country.

CEREALS.

	1840.	1850.	1860.
Indian Corn.....	377,315,875	592,071,104	830,451,707
Wheat.....	84,923,272	100,485,944	171,183,381
Rye.....	18,645,507	14,182,813	20,936,286
Barley.....	4,161,304	5,167,015	15,633,119
Buckwheat.....	7,291,743	8,956,912	17,664,914
Oats.....	123,071,341	146,584,179	172,534,688
Aggregate.....	615,525,702	867,453,567	1,228,466,095

It will be seen that the aggregate increase of cereals in twenty years, has been at nearly the same rate; the increase from 1840 to 1850 being 40 per cent., and from 1850 to 1860, nearly 42 per cent.; but, the increase has been decidedly greater, than the rate of increase in the population. The increase of population was less than 35 per cent. decennially, while the increase of grains is above 40 per cent. This makes a difference of eighty millions of grain in favor of 1860 over 1840. And this again is so much gain to commerce; for this eighty millions is a clear addition to the surplus, beyond the rate of surplus in 1840.

It will be seen, however, that the increase

is not the same, by any means, for each kind of grain.

	In 1850.	In 1860.
Indian Corn increased....	57 per cent.	40 per cent.
Wheat.....	20 "	70 "
Rye.....	20 "	40 "
Barley.....	20 "	200 "
Buckwheat.....	12 "	100 "
Oats.....	20 "	18 "

Taking the whole time from 1840 to 1860, Indian Corn has increased more than any of the leading grains. Indian Corn is in fact the great staple of the Central part of America. In 1866, the crop, from all appearances, will not be less than a thousand millions of bushels. The great increase of Barley is owing to its consumption in Malt Liquors, which have greatly increased, mainly by the introduction of large numbers of Germans. Oats are a very important crop; but have not increased very rapidly, because they are consumed almost exclusively by horses.

FIBROUS PLANTS.

	1840.	1850.	1860.
Hay.....	10,248,108 tons.	13,838,642 tons.	19,129,128 tons.
Clover Seed.....		468,978 bush.	929,010 bush.
Grass Seed.....		416,631 "	900,366 "
Flax Seed.....		562,312 "	611,927 "
Flax.....		7,709,676 bs.	3,783,079 lbs.
Hemp.....		34,871 tons.	23,000 tons.
Cotton.....	1,976,198 bales.	2,445,793 bales.	5,198,077 bales.

The increase of Hay since 1840 has been 90 per cent.; the increase of cotton 150 per cent.; and the increase of clover seed 100 per cent.; but, we perceive that flax and hemp have declined. The culture of these fibres seem never to have prospered in our country. The profits on them are not large, and the climate seems not well suited to them. On the other hand, cotton is peculiarly suited to all the section of the lower Mississippi and the Gulf. The war of the rebellion reduced the cotton crop to one-third its former dimensions; yet the crop of 1866 will probably reach full three-fifths the crop of 1860. In four or five years, when the new system of labor in the South is fully developed, we may expect to see the cotton crop go beyond the largest yet raised. But, if it does, the price must fall very low; for the British railroads in India through the cotton districts, will bring much more competition into the market than formerly existed.

ANIMAL PRODUCTS.

	1840.	1850.	1860.
Butter.....	Lbs.	Lbs.	Lbs.
Cheese.....		313,345,346	459,672,652
Wool.....		105,595,893	105,788,632
	35,802,114	52,516,939	59,932,328

We might extend these inquiries much farther, and make numerous comparisons. But, the above tables are sufficient to show, that the agriculturist of the United States is in a very prosperous condition; and that the great staple crops increase more rapidly than the population. This increases the surplus; and the main inquiry would be, where are the markets, if it were not that the course of civilization is rapidly supplying markets to an unprecedented extent. In the first place, the domestic markets increase at a most rapid rate, by the rapid increase of cities. The

increase of town, or civic population in the United States is unprecedented in the history of the world. The town population increases much faster than the rural; but, the rural increases the surplus, by the increase of agricultural machinery. The same is true of Europe, of which a part (England for example) does not raise its own food. In this state of facts, markets will always be found for our surplus products; and our agriculture will continue to advance.

Chicago, Burlington & Quincy Railroad.

The Chicago, Burlington & Quincy Railroad is one of the important lines of road in the West, reaching out, with its connections, from Chicago into the interior of Iowa and Missouri; its annual report is full of interesting statistics and facts showing the growth and progress of the great west. We gave a short abstract of the report a week or two ago, but it is so full of interest we deem a more extended report will be acceptable to our readers.

The road earned for the year ending April 30, 1866:

From freight.....	\$4,204,740 82
" passengers.....	1,757,387 99
" mails, etc.....	213,424 54
	\$6,175,553 35

The operating expenses were:

Repairs of track.....	\$863,573 46
" bridges.....	77,347 01
" buildings.....	84,232 02
" fences.....	8,580 79
" locomotives.....	347,358 52
" cars.....	347,485 45
Loss and damage.....	21,535 35
Fuel consumed.....	251,965 90
Oil and waste.....	81,924 74
Train service.....	148,101 65
Engine ".....	212,471 05
Station ".....	295,626 72
Water ".....	35,911 60
General expenses.....	191,644 69
Miscellaneous.....	52,406 18
	3,020,164 78

Earnings less expense.....	\$3,155,388 57
Interest and exchange.....	30,152 17
Balance received from Quincy and Chicago Railroad.....	81,176 06
Add balance to credit of income account April 30, 1865.....	988,401 03
	\$4,255,117 83

From which deduct—

Interest on bonds.....	\$421,566 34
Premium on fractional stock.....	64 88
Taxes — State.....	169,619 96
" National.....	323,040 16
Expenditures for improvements.....	6,668 63
Rents of tracks and depots.....	17,457 62
Transfer office expenses.....	1,523 33
Dividend May 15, 1865, 5 per cent.....	418,825 00
Distribution of stock, Oct. 31, 1865, 20 per cent.....	1,675,300 00
Dividend Nov. 15, 6 per cent.....	503,300 00
Transfer of Sinking Fund.....	129,000 00
	3,666,426 38

Leaving balance of Income Account May 1, 1866, as shown in General Account.....	\$588,691 55
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The following is a comparative statement of earnings for the fiscal years ending April 30, 1865 and 1866:

	1865.	1866.
Freight.....	\$3,919,859 83	\$4,204,740 82
Passengers.....	1,508,234 25	1,757,387 99
Mails, etc.....	153,758 14	213,424 54
Totals.....	\$5,581,852 22	\$6,175,553 35

The report says:

We have paid during the year for additional equipment, consisting of locomotives, passenger and freight cars, \$426,244 86, and for lands purchased at Chicago, Burlington, Peoria, and elsewhere along the line, new station houses, buildings, and other improvements, \$275,373 50, and the usual dividends, interest, and all the accruing obligations of the company, amounting in the aggregate to \$1,506,172 72, and have also paid into the sinking fund \$129,000, according to the terms of the trust deed, securing the construction debt of the company. The track of the road, and the rolling stock has been well kept up and improved, and it is believed that the capacity of the road and equipment to meet the demands of business, and fully equal the requirements likely to be made upon them, was never greater than at the present time.

The increase of gross revenues over those of the year before was from passengers.....	\$249,153 74
From freight.....	284,880 99
Miscellaneous.....	59,066 40
Total.....	\$593,701 13

When it is considered that the gross earnings during the last year of the war were greater by \$1,541,929 41 than had ever been realized, the earnings of the first year of peace will be deemed very satisfactory. The prices during the last year of the war reached their maximum for all the productions of the country. The Government was the greatest purchaser of them all, and many things combined to make that a year of immense activity, and yet the progress of the western world is so rapid that in the very first year of a comparatively healthy and normal state of affairs both the numbers of passengers and of tons of freight moved over the road have been larger than in any previous year, even during the war. The increase, however, has not been uniform in every species of business. The extreme high price of pork two years ago, combined with a short crop of corn, induced farmers to sell every hog that could be spared from the farm, and the large business of that year in that article was in a great degree at the expense of the succeeding year, and during the last year the number transported was less, by 220,950, than the year before. The low prices of last year, and the abundant crops, will probably produce the reverse result this year, and the trade in this item of our business may equal and surpass that of two years ago. Of sheep there were 30,000 less in number carried over the road last year than the year before. For several years the movement of sheep to Iowa has been very large. The State has become well supplied, and the movement in that direction falls off, and the eastward movement is commencing. In cattle, where the price and the crop of any one year has less effect upon the numbers than is the case with hogs, the increase from year to year is generally steady, running up in three years from 83,117 head, moved over the road in 1863, to 119,093, transported the last year. The expense of operating the road, if we leave out the large item of State and National taxation, has been 48.90 of the gross earnings, and including those items, 54.67. This must be deemed satisfactory, when it is considered that during the year the prices of both labor and material were maintained at their highest points. During the year there have been fifty-three miles of track re-laid with new and re-rolled iron, being about one eighth of the whole track. There have been added about five miles of side track, also, during the year.

For several years the road from Galesburg to Quincy was in the hands of trustees, and in litigation, and was not kept in as good a condition as it ought to have been. This will be remedied as rapidly as may be. About half of all the track re-laid during the year was upon that part of the road. Enlarged accommodations for passengers have become necessary at many points upon the line. Passenger houses once equal to the wants of the community, have become entirely inadequate to the present necessities. In some places freight houses also require to be enlarged or rebuilt. In some other respects improvements may be judiciously made. These wants will all be met as rapidly as may be expedient.

The siding of the road has not been lengthened fast enough to accommodate the increasing numbers of the trains, and during the current year it will be necessary to add at least five, and possibly ten miles to them, at the points where the trains most frequently pass each other.

Further extensions, when required, will easily connect several stations, and make a continuous double track, where it will be most required.

There have been added to the equipment during the year 6 locomotives, 8 passenger coaches, 2 elegant sleeping cars, and 131 box freight cars. There are now upon the road 111 locomotives, 54 passenger, and 25 baggage, mail, and express cars, 1,639 house freight, and cattle cars, 442 platform and coal cars, 36 drovers' cars, and other cars employed in the work of repairs.

Though the working equipment of the road is very effective, and as is seen, tolerably large, it is still inadequate to the full demand made upon it, and must be still further enlarged.

The capital stock of the company now amounts to \$10,193,010, and that of its funded and other outstanding liabilities, for construction, and for the purchase of the road from Galesburg to Quincy, including \$270,000 money due on that purchase not called for, amounts altogether to \$6,024,406 05. The whole aggregate amount of the capital stock and debt of the company is therefore \$16,217,416 25. This amount will be diminished by \$231,664 86 in the trustees' hands not yet invested in the liabilities of the company, and placed in the sinking fund. The property charged with this aggregate liability is four hundred miles of road and depot grounds, and other property, earning in the past year, gross, \$6,175,553 35, and above the ordinary expenses and taxes, \$2,799,435 01.

By the statement of the Treasurer, it appears that there is a balance to the credit of Income account (after payment of dividend May 15, 1866, \$509,650) of \$79,041 55. To which should be added the amount paid into the sinking fund, and to the trustees of that fund, \$778,125 99, making a total of \$857,167 54, which represents that portion of the income above the ordinary expenses of operating and maintaining the road which has not been distributed in any form among the stockholders.

At the annual meeting in 1864, when the subject was properly before the stockholders by a legal notice, they adopted a resolution authorizing the board to enter into a contract with the Burlington and Missouri Railroad Company, the effect of which should be to aid in extending that road about sixty miles further into the interior of Iowa. During the continuance of the war it was not deemed wise to act under that resolution, but with the return of peace it was deemed, not only judi-

cious, but of very great importance to the interests of this company to avail themselves of the authority thus vested in the board. Accordingly, in June last, a contract was made between the two companies, by which this company agreed to set apart fifty per cent. of the gross earnings upon its road on business to and from that road each year, to purchase the securities of that company convertible into a preferred stock, provided that the amount so set apart should not exceed \$60,000 in any six months, for the period of five years. The effect of the contract is, that within five years this company will become the owner of \$600,000 of the preferred stock of that company, and by so doing will have secured the extension of its road fifty-six miles further west, to a distance of 132 miles west of Burlington. That road extends into a country perhaps equal in richness and fertility to that through which your road runs. The business to and from it passes over our road alone, and therefore is of great importance to it. It is generally through business on our road from Burlington to Chicago, and is therefore a very valuable business.

The work of construction has been pushed with such energy that it will be completed in all this year, and to half the distance in about two months. It must command the business of a very large extent of country both south, north, and west of its line, it being beyond the reach of any competition when the extension is completed. The Board had no doubt of the wisdom or expediency of the contract, and deemed it to be an easy and cheap mode of aiding an enterprise whose business will, in all probability, produce a much greater revenue to this company than itself can earn. As the stock which we shall acquire by this arrangement, that company will, it is believed, within the five years, be worth all it may have cost; it may, at the end of that time, or earlier, be sold, and the proceeds divided among the stockholders of this company, unless they shall prefer the distribution of the stock itself.

An allusion was made in the last annual report to an effort then making to secure the construction of Union Stock Yards, and the probable abandonment of the separate Yards, which had been partly constructed by this company. We are glad to be able to state that that effort has been completely successful. Under a charter for that purpose, all the railroad companies united in the effort, and Yards have been built upon a scale commensurate with the magnitude of the business.

The Union Stock Yard Company own 340 acres of land on the south border of Chicago, upon which the Yards are built, and union tracks, by which the trains of every road terminating at that city have easy access thereto. The result is that all this business is concentrated upon these grounds, not only to the very great advantage of that particular trade, but to the great benefit of the companies who transport the stock in being able to unload their trains with great rapidity, and at one place, instead of sending, or allowing their cars to go to several Yards, as formerly, thus avoiding delay, and enabling companies to always command their equipment set apart for this business.

This company sold its improvements to that association, receiving its pay in its stock. The enterprise is not only a success in its most important feature, viz., the facility and ease which it secures in the transaction of an immense business, but it promises to be financially very profitable in itself. The

stock which this company holds in it is \$125,000.

The railway property of the company, which, in its original design, consisted of a road from the junction of the Galena and Chicago Union Railroad, (then so called about thirty miles, from Chicago) to Galesburg, now consists of a continuous main line from Chicago to Quincy, about 265 miles, and which at Quincy connects with the Hannibal and St. Joseph Road, extending by its connections, nearly complete, to the Kansas branch of the Pacific Railroad, and which will command a very large share of the business of the northern portion of the United States, which may pass over that route to and from the western Territories and Pacific States; and of a branch to Burlington, equally part of a main line between Chicago and that city, where it connects with the Burlington and Missouri River Road, complete seventy-six miles and fast approaching completion fifty-six miles farther to near the centre of southern Iowa, destined also to be a great route across that State; and also of a road from Galesburg to Peoria, with a branch south from it of thirty miles, to Lewiston. The business of all these roads come upon the main trunk at Galesburg, and passes thence over its length, 165 miles to Chicago.

There is also the small part of the original line between Aurora and the junction with the Galena road, thirteen miles, not, however, of much value. But the two routes to Quincy and Burlington, destined as they are, to become great thoroughfares for both business and travel, have great present, and greater prospective value, while every mile of road to Peoria and Lewiston also contributes much to the revenues of the company by reason of the business which they furnish, passing over the main line from Galesburg to Chicago.

While we may congratulate stockholders upon the success and value of their investment, we may remind them also that the ownership of a property like this carries with it duties to themselves and to the public. There is the duty to protect its value, and increase its ability for usefulness by completing those works which the property itself renders necessary, and which no other interest is capable of accomplishing. At present we allude to bridges across the river, to connect the roads on the east with those on the west side of it. They are becoming a near at hand necessity. They are of great importance to the country west of the river. That region is remote from market. The expense of transportation consumes two-thirds or three-fourths of the value of the production of the farm to lay the other third or quarter down at the points where consumed, and every improvement which will remove a barrier, smooth down an obstacle, obviate the expense, delay and vexation of a ferry and transshipment, is of great value. The river is a great gulf, separating the East from the West, at all times inconvenient of passage, and expensive, and at certain periods of the year impassable for the purposes of business, subjecting the owners of property always to delay, and often, as in cases of live stock, to very great damage. The railways on both sides suffer also great losses of business, not only which they might do, but more, because these difficulties retard the progress, settlement and prosperity of the country upon which their own success and value depends.

The construction of these bridges need be no great charge upon this company. A small toll, much less than is now chargeable for

ferriage, levied upon the property and passengers which may be transported across will raise a fund sufficiently large to enable bridge companies, if that shall be deemed the best way to build them, to command all the requisite money for their construction. It belongs, however, to the railway companies, which are so greatly interested, and so greatly to be benefited, to devise the plans, and carry into effect the bridging of the river at all those points, where long roads approach it from the east and the west, making it necessary to transport across it the productions and the travel of a very large extent of country.

We are aware that there are interests along the river averse to improvements of this nature. Those interests, however, are small, compared with the great and increasing volume of business which now crosses it at many points. They may be all preserved, and yet the great paramount interests be subserved. And when Government has appropriated hundreds of millions in land and money to secure the construction of great routes across the continent, it cannot for a moment be supposed that this great obstacle is to continue unbridged, to the detriment of such great interests, and such large numbers of people.

The annexed statement shows the payments on account of 400 miles of road have been \$12,777,551 92; for equipment, \$2,660,209 80—total, \$15,447,761 72. The Capital Stock on the 30th of April was \$10,193,010. The funded debt, exclusive of the bonds cancelled by the Sinking Fund, was as follows:

Chicago and Aurora Central Military tract bonds.....	\$ 151,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent. bonds convertible.....	356,000 00
The same class of bonds inconvertible.....	3,169,000 00
Chicago, Burlington and Quincy trust mortgage bonds 7 per cent.....	680,000 00
Chicago, Burlington and Quincy 2d mortgage bonds, issued on account of North'n Cross Road, 4 and 4½ per cent.....	941,000 00
Chicago, Burlington and Quincy scrip of 21 semi-annual instalments of \$21,781 25 each, on account of Northern Cross Road.....	457,406 25
Total bonds and scrip, average rate of interest 6.65 per cent.....	\$5,754,406 25
Capital stock.....	10,193,010 00
Total stock, bonds and scrip.....	\$15,947,416 25

Excess of stock and bonded debt over cost of road and equipment \$499,654 53.

The number of passengers carried over the whole line during the year was 939,201; of these, 876,460 were west, and 62,741 were through. Of the through passengers 35,186 were carried west, and 27,555 east. Of the way passengers 453,773 were carried west, and 422,687 east. Total carried east 450,242; do., west, 488,959. Total mileage of passengers 49,670,625—an increase over the previous year of 6,263,700.

The total number of tons moved over the whole line in 1865, was 737,611; in 1866, 821,883—an increase of 84,372. Total tonnage east in 1866, 494,480; do., west, 327,403. Total number of tons moved one mile over the whole line in 1866, 113,766,959, an increase of 6,187,599.

The equipment of the road consists of 111 locomotives, 54 passenger coaches, 25 baggage, mail and express, 1 pay, 1,639 house, freight and cattle, 442 platform, 36 drovers, 40 gravel, 1 tool, 1 pile-driving, 44 rubble and 122 hand cars, and 2 snow plows.

Number of miles run by locomotives with passenger trains, 597,984; with freight trains, 991,623; with miscellaneous trains 493,973—total miles run, 2,083,580.

GENERAL ACCOUNT.

Capital stock.....	\$10,193,010 00
Funded debt, as above.....	5,754,406 25
Unclaimed dividends.....	1,291 00
Unpaid accounts and pay-rolls.....	71,771 60
Due agents and connecting roads.....	131,231 18
Sinking fund.....	774 125 99
Balance to credit of income account.....	58,691 55
	\$17,518,440 57
Construction, as per last report.....	\$12,811,297 93
Equipment.....	2,243,964 94
	\$15,055,262 87
Less interest paid on Northern Cross Road bonds.....	309,109 51
	\$14,746,153 36
For new locomotives, engines, passenger and freight cars.....	436,244 86
Lands purchased, new station houses, etc..	275,373 50
Total cost of road and equipment.....	\$15,447,761 72
Materials and fuel on hand.....	395,538 52
Steam ferry President, and wharf boats.....	26,767 08
Chicago teams for transferring freight.....	4,500 00
Accounts and bills receivable.....	82,116 35
Burlington and Missouri River Railroad preferred stock.....	59,976 59
Due from agents and connection roads.....	115,324 06
Amount due under the decree of the court foreclosing mortgage on the Northern Cross Railroad.....	270,000 00
Dividend No. 11, and tax thereon.....	536,473 68
Deposits in New York, Boston and treasury.....	348,317 71
Deposit with Trustees' Sinking Fund.....	231,564 86
	\$17,518,440 57

The directors chosen at the annual meeting June 32, 1866, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathan'l Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

The Atlantic Trunk Lines.

An adjourned meeting of the officers of railroad companies was held at the office of the Commissioner of the four Atlantic trunk lines in New York on the 24th of July, 1866. The following gentlemen were present:

Dean Richmond, President N. Y. C. & R. R.
R. H. Berdell, President Erie Railway Co.
A. S. Divin, Vice-President Erie Railway Company.

Thos. A. Scott, Vice-Presid't Pennsylvania R. R. Company.

Daniel Drew, People's Line Steamboat Co.
Chas. Butler, President Terre Haute & A. Railroad Company.

W. D. Judson, President Chicago & Great Eastern Railroad.

James J. Day, President N. Y., Prov. & Boston Railroad.

George A. Morrill, Superintendent Rutland & B. Railroad.

J. W. Garrett, Esq., telegraphed that he could not be present, owing to other engagements. Several other dispatches and letters of similar import were presented.

A letter was presented from C. J. Brydges, Esq., Managing Director of Grand Trunk Railroad, stating his regret at not being able to attend the meeting, owing to other important engagements, but that he would be glad to meet the representatives of other lines at any time after 10th August.

The Commissioner presented the minutes and report of the meetings of general ticket agents, making appointments of agencies in New England, and also designating the offices at which tickets should be sold in the city of New York.

The report was amended and then unanimously adopted.

The proceedings of the Convention of General Freight Agents, held at St. Nicholas Hotel, New York, 27th, 28th and 29th June, was also presented by the Commissioner, and ordered on file.

It was, on motion, unanimously

Resolved, That the classification adopted by the General Freight Agents, at their meeting of 27th, 28th and 29th of June, and the advance of rates, as directed by the resolution of this convention, be approved, and that the Freight Agents of the Trunk Lines confer, at the earliest practicable date, with the Freight Agents of Western Lines, to effect still further advances on East bound freights, and that all communications on the subject of freight transportation received by the commissioner be referred to the meeting of Freight Agents.

Letters were presented by the Commissioner, received from Addison Hills, President of General Freight Agents' Association, also W. P. Shinn, Chairman Freight Committee, and H. E. Sargent, of Michigan Central Railroad, on the subject of rates, and differences between all rail and rail and water rates.

A telegram was also presented by the Commissioner, received from G. R. Blanchard, Secretary of General Freight Agents' Association, then in session in Columbus, Ohio, on the same subject.

Which letters and telegrams were referred to the General Freight Agents of Four Trunk lines, with instructions to immediately confer with General Freight Agents' Association.

The question of passenger rates on the Hudson river being under discussion, it was unanimously agreed that, in case any reduction of fares take place by the People's Line of Steamers, the New York Central agrees not to sell any tickets over the People's Line of Steamers, to or from Syracuse, or west thereof, during any reduction of rate that may be made by the People's Line; nor will they permit the sale of New York Central tickets at the office of People's Line, or any boat tickets at New York Central offices.

The Erie Railway Company agree to the above arrangement, and should a reduction be made by People's Line, to maintain fares for five days, and if they then find it to be their interest to do so will give five days' notice of their intention at the expiration of five days to reduce fares two dollars to Buffalo and New York, in which case the other three lines have the option of reducing all through rates, to and from competing points, the same amount.

It was, on motion, unanimously

Resolved, That the Convention adjourn to meet at the office of the Commissioner, 200 Broadway, New York, Wednesday, August 29, at noon; and that the Commissioner be requested to invite the officers of all lines interested in the results desired by the Trunk Lines, viz., the securing and maintenance of remunerative rates for transportation, and the reduction of expenses.

DEAN RICHMOND, Chairman.

A. S. DIVIN, Secretary.

The ceremony of breaking ground on the Iowa & Minnesota Railroad transpired at Polk City, August 14. A large crowd was present, and speeches were made by Hon. John A. Kasson, Judge Wright, and others. The work is commenced under favorable auspices. Trains on the Valley Road now reach within six miles of that city.

Elevated Broadway Railway.

INJUNCTION AGAINST THE COMMON COUNCIL.

Alexander T. Stewart, agt. The Mayor, &c., of New York.

On application of H. H. Rice, esq. attorney for Mr. A. T. Stewart, Judge Barnard granted an injunction against the Common Council from passing or adopting over the Mayor's veto the resolution authorizing the construction and use of an elevated railway in Broadway, Greenwich and other streets. This resolution was adopted by the Common Council on the 31st of July last, and Mayor Hoffman returned it without his approval. Messrs. A. T. Stewart and Henry Hilton gave an undertaking in the usual form in the sum of \$1,000 to pay such damages as may accrue to the defendants by reason of the injunction, if it shall finally be determined he (the plaintiff) was not entitled thereto.

Mr. Stewart recites in his complaint that he is the owner of a large amount of property in Broadway; that he has constructed vaults under the sidewalks at great expense, and paid the city for the privilege thereof, and that if the contemplated railway is erected his property will be subject to great depreciation and loss and his large business and interests will materially suffer.

The Judge granted an order requiring the defendants to show cause on the 24th inst., why the injunction shall not be permanent.—*Tribune.*

An Enormous Bridge.

A contemporary gives the following striking details of an enormous bridge now being constructed for the London and North-western Railway Company across the Mersey, between Runcorn and Liverpool. It approaches the north-east bank of the river at Runcorn Ferry, which it crosses at Runcorn by an enormous bridge, consisting of three wrought iron trellis girder openings, 305 feet in width each, and 75 feet in height, on the under side of the girders above the level of the river at high water, thus permitting any vessel of ordinary size to pass under it. On the Lancashire, as well as on the Cheshire side of the river, these girders are supported by huge abutments crowned with castellated turrets, rising nearly 40 feet above the railway level, whilst in the river the girders are supported by immense stone piers. Having passed the Mersey, the railway is carried through the town of Runcorn by a viaduct of 32 arches, passing over the Duke of Bridgewater's canal, a short distance from the west side of Runcorn church. By this addition to the railway eight miles are saved in the distance between Liverpool and London.—*London Athenæum.*

Cost per Ton per Mile of Traction Engines

Experiments have recently been made with one of Messrs. Aveling & Porter's traction engines, to determine the cost per ton per mile of conveying goods by this means. The result of a carefully conducted trial trip of 26 miles showed that the total cost per ton per mile was 2.93d. This amount comprises 1.592d per ton per mile for working expenses, and 1.338d. for turnpikes, which must be taken as exceptional. The engine used was one of the pair recently employed to take the base of the Wellington Memorial from Reading to Strathfieldsaye, and the trial proved highly satisfactory, as the above figures indicate. *Lon. Mec. Mag.*

Water-proofing Walls.

FREDERICK ROGERS, Captain R. N. says, observing in the *Builder* a notice respecting damp walls in outbuildings, allow me to suggest a probable cure.

While in Dorset, I was applied to by a lady for a remedy for the above, and as I had for many years been in the habit of applying "bright American varnish" with great success to very exposed wood-work, I recommended the lady to make an experiment on the part of her house where not much seen. On passing by a few weeks afterwards, I observed all the front glowing to an evening sky.

On inquiry, I found that the varnish had so well succeeded in a small way that the lady had applied the same to the whole building, with equal success; and, when afterwards painted, there was no appearance of wet or "varnish."

The "bright American varnish" is very inexpensive, costing, I think, about 3 s. per gallon, and may be procured from most seaports. I should recommend one coat of varnish as a trial, and if not quite successful then another, followed by three good coats of paint.—*Lon. Builder.*

Union Pacific Railroad.**ACCEPTANCE BY THE COMMISSIONERS OF THIRTY-FIVE MILES OF ROAD.**

The commissioners appointed by the President to examine and report on the construction of the Union Pacific Road, yesterday accepted thirty-five miles. The Commissioners are Gen. J. H. Simpson, Pres't. of Board; Maj. Gen. Wm. M. White, and J. Prescott Smith, Esq.

These gentlemen expressed themselves well satisfied with the thoroughness of the construction and surprise almost beyond measure at the rapidity with which the work is being pushed forward—thirty-eight miles having been built in twenty-eight days and in one instance 2½ miles in one day. Considering that all the supplies come by way of the Missouri River, and have to be carried over the whole length of the road (165 miles) it is indeed wonderful.

The train left the Omaha station at 5½ o'clock yesterday morning. The following gentlemen accompanied the Commissioners: S. B. Reed, Gen. Supt.; Gen. Lowe; R. A. Alexander, M. D.; Maj. Chambers, U. S. A.; Capt. W. M. McPherson, of St. Louis; Capt. Twombly, Michigan; E. R. Talcott, Chief Engineer of the N. W. R. R.; A. J. Poppleton, Esq.; Geo. W. Frost; H. M. Hoxie, St. Joe; M. B. Hoxie, of the Treasury Department; Maj. Bent and Messrs. McCormick, Lacey and Sprague.

The day was beautiful and the road was passed rapidly over, the cool refreshing breezes, from the finest valley in the world, had a most invigorating effect on the party, for all seemed in the highest spirits. Expressions of wonder were heard on every side at the extent and amazing fertility of this Valley of the Platte, with its fields of grain stretching almost as far as the eye could reach and either ready for the reaper or stacked in immense piles for the threshing machine. It well illustrated the remark of Bayard Taylor, who was with us a few days since, when upon looking at the country surrounding Omaha, he said "there was no better land in the world than Nebraska contains."

Over the last thirty five miles of the road—that to be examined—the cars proceeded

slowly to give the Commissioners opportunity for a satisfactory examination.

At the end of the track the party visited the immense cooking, eating, and sleeping cars, each nearly a hundred feet long, occupied by the tracklayers and almost a city in itself. The men were at dinner, sitting at the tables, three tiers extending the whole length of the cars, and with a meal before them far in advance of most western hotels. A large number of mules, horses and wagons, used in transporting ties, iron, spikes, &c., were stationed near and added business like appearance to the place, which flourishes under the cognomen of "Claytonville" from D. B. Clayton, the energetic foreman of the work.

We would speak of the refreshments for the inner man, partaken of in the new baggage car attached, at well-spread tables, and at a speed of 35 miles per hour; not spilling a drop of water from the well-filled goblets, so smooth is the track; and also of the eloquent, humorous and patriotic speeches—and these were many—but time and space forbid.

Capt. McPherson, of U. P. R. R., E. D., spoke at length of the wonderful energy with which the road was being built, and said the only reason why the East Division was not going as rapidly forward was because "Durant was not there." [Loud cheers.]

He said if he was going to construct a road himself he would go at once to New York and take lessons of him for six months.

Eloquent speeches were made by Messrs. Simpson, Poppleton, Wm. Prescott Smith of Baltimore and others.

The run home was made very rapidly, reaching Omaha at 6¼ o'clock, and making the last 32 miles in 37 minutes. Success to the grandest enterprise of the 19th century! —*Omaha Herald Aug 3.*

Texas and New Orleans Railroad.

As our readers are generally aware, measures have already been taken recently to place this great work of internal improvement—undoubtedly amongst the most important to the future commerce of New Orleans—on the high road to early and successful completion. On the 12th of July there was a meeting of Stockholders, at which the greater portion of the stock was represented; a reorganization of the Company was effected by the election of a Board of Directors, etc., and the officers subsequently chosen by the Board at once entered vigorously upon the discharge of their duties, and with the most flattering prospects of success.

The Texas division of the "Texas and New Orleans Railroad Company" has now in regular daily operation one hundred miles of good road, between Houston and Orange, on the Sabine river. There remains to be completed, to make the connection perfect with New Orleans, 117 miles, from the Sabine to New Iberia, on the Bayou Teche, the junction with the New Orleans, Opelousas and Great Western Railroad. To fill this gap, the Directory have made the surveys of location. A considerable amount of the construction has been done or provided for; and the great difficulty of Southern railroads—the iron—has been secured, as we understand, payable in the stock of the road, an arrangement which reflects equal credit on the ability of the Directory, and the wisdom of those who furnish the iron. The first delivery of this iron is expected by the winter, and it is expected to arrive as the progress of the road

may require. Under the arrangements made, the Directory expect to open the incomplete section within eighteen months.

For bringing about these great results—in doing so much in the face of difficulties that would have discouraged almost any other man—too much praise cannot be awarded Col. A. M. Gentry, of Texas, President of the Company. He has been indefatigable, vigilant and able, and from the very brow of apparent disaster has succeeded in plucking the flower of success. In this good work he has been ably seconded by Charles M. Congreve, Esq., of the firm of Congreve & Son, New York, the financial agents of the corporation. Mr. C. is on his way to England, to complete the iron negotiations, and Colonel Gentry has doubtless reached New York. We expect to hear cheering news from both these gentlemen in a short time.—*N. O. Commercial.*

Southern Pacific Railroad.

On Saturday, July 28th, we were present when the last rails were laid which united Shreveport, La., with Marshall, Texas. For many long years we have looked forward to the completion of this connection as the first move westward, the initiatory step to a grand system of railroads diverging through Texas, with its center at Marshall and its outlet through Shreveport.

Col. Waskom, the President of the Southern Pacific Railroad, has displayed considerable financial ability, for he has succeeded in gaining the confidence and in procuring material aid from the stockholders in Louisville and other places, and has raised the funds with which to complete the road to Shreveport. The enterprise was languishing, indeed almost lifeless, until Colonel Waskom, assisted by large capitalists who are interested in the road, reorganized the company, reduced the stock, and placed it upon a firm basis by excluding all that was bogus.

Hynson & Co., the contractors, have, by their indefatigable energy, accomplished wonders, when we take into consideration the class of labor they were compelled to employ, and the embarrassments and even opposition which they met with from many quarters. All the antecedents of both roads were bad. There was no confidence in the public mind, and failure was predicted. We congratulate these gentlemen upon their signal triumph over all obstacles, and wish them every success in their enterprise. The Directors, and, indeed, all the officers connected with this road, have exhibited a corresponding zeal in the discharge of their respective duties. So long as they are actuated by such a commendable ambition the road will be steadily extended westward to the illimitable prairies of Texas.

The road-bed is undergoing repairs along the entire line, and in four weeks we will have a track which will compare favorably with any in the country. Additional rolling stock will be purchased at an early day, and then the road will be able to carry passengers and freight at schedule time.—*Shreveport Gazette.*

Journal of Railroad Law—City Railroads—Judgment in Their Favor—They May Charge and Collect Six Cents.

We copy from the *American Railroad Journal* the following report of an action in the New York Courts, that is of considerable interest to our citizens at the present time:

The case of *Money Penny vs. The Sixth-venue Railroad Company*, just decided in the

Supreme Court of this city, holds that the statute of this State imposing a penalty on railroads for charging more than two cents per mile for passenger's fare does not apply to city railroad companies. The opinion of the Court was delivered by McCunn, J.

By the Court.—The first question is whether the penal act of 1857 applies to City Railroads incorporated under the general act of 1850, but whose fare for the transportation of passengers was fixed or regulated by contract with the city authorities who bestowed the grant, and which contract has been confirmed by the Legislature of 1854. I am opinion it does not.

The act of 1857 refers, by its very terms, only to companies other than city companies.

In *Chase vs. N. Y. Cent. R. R. Co.*, 26 N. Y. R., 526, the Court say "that the statute of 1857 has reference to the statute in which the rate for carrying passengers is fixed and allowed not to exceed two cents per mile, and it has no reference whatever to city railroads."

Moreover, the language of the act shows that it could not have been intended to refer to companies whose fare was fixed at a sum certain for any distance, great or small.

The penalty is prescribed against any company which shall ask and receive a greater rate of fare than that allowed by law, to-wit, two cents per mile, and declares that it shall be lawful to take the legal statutory fare for one mile for any fractional distance less than a mile.

Unless, therefore, the fare of the defendants in the present action is to be governed by the mile, and not by their contract with the city, under which they have always received their fare, but by the General Railroad Act, it is manifest the act of 1857 has no application.

Indeed, the act in question was never intended to apply to a city railroad company who are carriers of passengers only; and this is manifest from the language of the statute, which provides that every corporation formed under it shall have power "to regulate the time and manner in which passengers and property shall be transported, and the compensation therefor, but such compensation for any passenger and his ordinary baggage shall not exceed three cents per mile." It would therefore be impossible to apply it to a city railroad.

The railroads of the interior have stations at fixed points, from and to which the fare is computable, and at which the passengers get in and out of the cars. With our city roads a person gets on and off at all points. He pays his six cents, and rides to where he pleases. Again, if the act of '57 had any application to city roads, these defendants may use steam (Sec. 7, 528), and may demand an extra of five cents from passengers not purchasing tickets (Sec. 87), and the companies are also obliged to erect fences along their entire route (Sec. 56), and may also take all the real property they require for the purposes of their business (a depot, for instance), and acquire the legal title against the will of the owner (Sec. 13, 14 and 32). It is clear, therefore, that the General Railroad Act is not to be stretched beyond its reasonable applications. But, in addition to all this, the act of 1854 takes the whole subject of fare out of the operation of Sec. 28 of the general act.

The act of 1854 applies exclusively to city railroads, which commence and end in the city; it authorizes the Common Council to grant the right to construct and establish railroads upon such terms, conditions and stipulations in relation thereto as such Common Council may see fit to prescribe.

Now these defendants had been actually incorporated nearly three years at the time of the passage of this act, and had in part constructed their roads. They, therefore, came within its provisions; and by its very terms they were placed in the position in which they would have been had they obtained their license from the Common Council after the passage of the act, and in strict compliance with its terms.

But while the act of 1854 ratified and sanctioned the agreement made between these defendants and the Common Council, and thus took the subject of fare out of the general statute of 1850, it did not make the fare fixed by that agreement a matter of statutory enactment; it did not make the fare "allowed by law," in the language of the penal act of 1857; it was still a fare regulated by contract. The act confirming the contract says nothing about fare; it leaves that as found and provided for in the resolutions and contract between the city and the company. It made valid, if you please, a voidable contract, and gave legislative sanction to all its provisions, that of fare included.

It follows, from what has been said, that the fare of these defendants is regulated, not by the act of 1850, as claimed by the complainant in this action, but by the agreement with the city corporation, and it equally follows that the act of 1857 has no application to these defendants; therefore the penalties claimed in this action cannot be enforced. There is an exception taken by the defendants to the complaint, in this: "That in no Court does it allege that the plaintiff informed the conductor on entering the car how far he was going, or that he objected to pay the six cents." This exception is well taken, but after what I have said above, it is not necessary to discuss the proposition. The demurrer to the defendants' answer must therefore be overruled with costs.

Silicated Whitewash.

M. Ch. Guerin lately called the attention of the French Academy to a new method of obtaining, by a cold process, a silicate completely insoluble, which can be applied either as an external coating, as in the case of glass or iron, or made to penetrate through the interior of the substance, as for the preservation of wood and other vegetable matters. The process is very simple: a thin coating of slaked lime made into a paste with water, or whitewash, is laid on the object to be silicated, and when this has been allowed to dry, silicate of potash is applied over the coating; the effect, it is asserted, being that all the portions touched by the solution of potash become completely insoluble, and of very great adherence. In order to obtain an insoluble silicate in the interior of a substance, all that is necessary is to impregnate it by immersing it in whitewash, or lime water, and when it is dry to steep it in a solution of the silicate of potash. By this means it is proposed to prevent the decomposition of vegetable substances by petrifying them; also to protect porous building stones and brick against air and damp; iron, by a coating of paper, pulp, or finely-divided woody matter mixed with slaked lime. Again, letters, characters, or any other device can be traced with the silicate on any surface spread with lime, and those portions touched by the silicate will alone adhere and become insoluble. Or, if they be traced with a solution of gum arabic, and the whole be washed over with the silicate,

the parts protected by the gum can be washed off, the rest remaining in relief, as the letters, etc., do in the first place.

If M. Guerin's method for the protection of wood from decay is successful, it would seem at the same time to be a very desirable means for the prevention of fires in wooden bridges and other railway structures. It might not, perhaps, prevent the structures from being burnt after they were once on fire, but it would prevent their being set on fire easily, as they often are by sparks from a passing locomotive.

Woodbury's Patent Steam Car for Streets and Railways.

This car is 33 feet in length, 7 feet wide, weighs about 7 tons, and will accommodate 50 passengers. It has but one step, similar to the ordinary street horse car; and is very roomy and convenient inside. For durability, comfort, and elegance, it is superior to any thing that has ever been introduced on our street railroads. Orders have been given for these cars to be used on roads out of town; and we feel confident that a few years only will elapse before the public generally, and those interested in railway matters in particular, will recognize their utility; and that they will take the place of horse cars on all roads throughout the city and country.

Last Wednesday several well-known railway men of this vicinity and a number from New York visited East Boston, and made an experimental trip in a car finished recently. One of our reporters accompanied the party, and describes the trip as most gratifying to the officers of the company and very satisfactory to the gentlemen who were invited to be present, several of whom expressed much astonishment at the comparatively easy manner in which the inventor (Mr. Joseph P. Woodbury) had overcome what had before been regarded as fatal obstacles to the successful introduction of the so-called "dummy" car on street roads, and at the general completeness of his new steam street car.

The engine is in the front part of the car, the cylinders being vertical, and the machinery resting upon a circular platform so placed upon the truck that it turns any direction given by the wheels, independent of the car body. The rear wheels are similarly attached to a platform, and obey with like readiness the direction given by the rail.

The car was started without difficulty, and stopped as readily as could be wished. Its motion was pleasant, and free from those sudden shocks experienced while riding in many of the horse cars. The sharpest curves were passed without any grinding of the rail or wheel flanges; and the circular platforms running upon anti-friction rollers worked with remarkable freedom and ease.

The machinery is entirely hidden from view; and when the car is in motion there is nothing that will frighten the most restive horse. In passing through Chelsea several horses were driven towards the car from cross streets, and none of them exhibited fear or seemed to take any notice of it. The exhaust steam is perfectly silent, not heard outside the car, neither is the steam seen, the inventor doing away with the usual puffing sound of a locomotive, and thus ridding the new steam car of the principal objection raised against its introduction in the streets of cities. The car easily attained a speed of a mile in a minute and a half, the machinery working beautifully, and the motion at the same time quite gentle. The experiment demonstrated

that all objections formerly noticed by railway men have been surmounted, and those who have previously opposed this class of cars in the strongest terms, are now the loudest in its praise.

The day before the experimental trip, the power of the engine of Mr. Woodbury's new car was tested in East Boston. Three platform freight cars of the Eastern Railway, loaded with lumber, and weighing about 70 tons, were attached to it, and the car moved up the road with its heavy burden without any apparent difficulty or unusual straining of the machinery. The street car can be run 100 miles a day at a cost for fuel, oil, conductor and engineer, of \$8; performing the work of two horse-cars, sixteen horses, two conductors, two drivers, two hostlers daily, and carrying as many passengers as two horse cars.—*Boston Paper.*

A Mammoth Union Depot.

The Great Union Depot of the Michigan Southern and the Chicago & Rock Island Railroads, which was commenced about the middle of April last, is now rapidly advancing toward completion. Already the walls have been built and roofed over, the tracks are being laid down, and the platforms and interior finishing of the depot will soon be commenced.

In point of size, the facilities afforded to the public, and the general excellence of all the arrangements, it may safely be asserted that the building will eclipse anything of the kind hitherto erected in this country.

The entire length of the car shed measures 542 feet, and the height, from the top of the arched roof is sixty feet. It contains five car tracks, two for trains coming in, and three on the other side for outgoing trains.

The tracks are surrounded by spacious platforms, each twenty-seven feet in width, with a middle platform sixteen feet wide. These are so constructed that passengers may reach any train without the inconvenience of having to cross the tracks, as is the case in most of the other depots. Three trains can be started at the same moment if necessary.

The trains arrive and depart from the south side of the depot, where two arches are erected, the one for the outgoing trains being forty-two feet in width, and the one for the trains coming in twenty-eight feet.

The main public entrance to the depot is from Griswold street, on the east side. First we come to an outside platform or verandah, which is roofed over and extends all round the building. There are doorways at every 40 feet along the whole extent, and between each of the doors are two large windows. The west side of the shed is devoted to rooms and offices, which occupy twenty-three and one-half feet of the width of the building. Beginning at the north end, on Sherman street, there is, first, the Depot Master's room, eleven feet in length by twenty-three and one-half in width. Adjoining that is a telegraph room, ten and one-half feet in length. Next to these, after passing one of the entrance halls, which is twelve feet in width, are the following rooms and offices: a spacious dining room, thirty-two and one-half ft. by 23½ ft. with pantry, closets, kitchen, &c., connecting; the refectory, a commodious apartment, forty-four feet by twenty-three and one-half, with similar accommodations; the ladies' room, fifty-three feet by twenty-three and one-half, with ante-rooms and closets; the ticket office, eleven and one-half by twenty-three and one-half; the

gentleman's room, sixty-six by twenty-three and one-half, with closets and accommodations adjoining; a room for the use of second class passengers, forty-five by twenty-three and one-half with closets; a public water closet; the conductors room, brakemen's room two lamp rooms, and a store room. Last we come to the receiving baggage entrance, eighteen feet wide, and the baggage room. This last is eighty-eight feet in length, the largest baggage room, probably, in any depot in the country, and is surrounded by a commodious platform for the public, so constructed as to avoid crowding or confusion. On the other side of the shed is a discharge baggage room, of smaller dimensions. This completes the list of rooms in the shed.

The building is constructed on an improved principle, which will give superior lighting and ventilation. Above the walls is a French roof with dormer windows, twenty-six of them on each side, through which the light is thrown directly on the platforms. From the roof rises the circular arch, supported by a Howe truss, and on the ridge of the arch are a succession of sky lights, twenty-six in number. Thus a perfect flood of light is admitted to the interior of the depot. Between each of the sky-lights are ventilators of galvanized iron. The whole building will be heated by direct radiation from steam pipes connecting with boilers in the basement.

We come now to the block of offices for the occupations of the two companies, which is to be erected immediately adjoining the shed and fronting on Van Buren street. This building will probably not be finished until next year. The frontage consists of two corner towers with decorated Mansard roofs, twenty feet square and seventy-five feet in height. In the centre of the front facade is a more prominent tower of a similar design, thirty-four feet square and eighty feet high. There are also two turrets, making the division between the office building and the passenger portion of the depot, each of them sixty-eight feet in height. The first floor of this edifice will be devoted to the freight department. The second floor will be occupied by the offices of the President, Superintendent, Cashier, Ticket Agent, &c. The third floor will be divided into subordinate offices, and above that, in the attics, will be a number of private rooms and stores. The building is divided into two parts, one to be occupied by the Chicago and Rock Island Company, and the other by the Michigan Southern. Each floor will contain fire proof vaults, three in each department. The whole building will be well ventilated, and, like the depot, will be heated by steam pipes from boilers in the basement, only by indirect radiation from steam pipes. To judge from the drawings executed by the architect, Mr. Boyington, the edifice will be a handsome one, and will form quite an ornament to the city. The entire cost of the building is estimated at about \$225,000.

In addition to the buildings already described, the two companies have commenced the erection of another depot for the reception of freight. This second depot is located between Harrison and Polk streets, and is 600 feet in length. It will not be finished till next year.—*Chic. Trib.*

NASHVILLE AND CHATTANOOGA RAILROAD.—A suit which has been pending for some time at Nashville, whereby this company claim about \$1,000,000 from V. R. Stephenson & Co., has been decided in favor of the railroad company.

A RUNAWAY RAILWAY TRAIN.—An extraordinary escape of a runaway engine and carriages, took place on the North London Railway on Monday evening. In the absence of the driver a fireman attempted to shunt his engine and train at the Stratford bridge station without the aid of a pointsman. Having put the engine in motion, he got down and held the points while the train passed over, but before he could regain the engine it had attained increased speed and proceeded without anyone upon it along the Hackney-wick and Stratford branch. The consternation of the railway men, when they observed the engine and carriages dart along without any one in charge, may possibly be imagined. The escape of the train was immediately telegraphed to the various stations, and most providentially the line was comparatively clear. The engine rattled over the Hackney-wick Junction, along the main line, through Hackney and Dalston Junction. When it passed Hackney, a train for Fenchurch street was in the station, and Amy, the driver of the engine attached to this train, immediately unhooked his engine, and crossing over to the down line started off in pursuit of the runaway engine, and came up with it on the line between Dalston and Shoreditch stations, and succeeded in coupling his engine to it. Had the escaped locomotive rushed into the Broad street station, sad destruction must have ensued. It is most fortunate that there were no trains passing along the main road, when the engine ran past the several junctions.—*From the "Newport Guardian," Isle of Wight, England.*

THE RAILWAY OVER MONT CENIS.—A Florence letter in the *Moniteur* says: An interesting experiment has lately been made on Mont Cenis, in presence of M. Behic, French Minister of Public Works, accompanied by several engineers. The portion of the railway already completed on the slopes along the carriage road of the mountain was gone over by a train consisting of several carriages, at a rate of eleven miles an hour in ascending, and nine and a half in coming down. The incline sometimes attains 8½ feet in the 100, and some of the turnings have a radius of only 14 metres (133 feet). The works of the Italian side are to be completed by the end of October next, so that there is reason to hope that by the month of November next Italy and France may be united by an uninterrupted line of railway.

ST. JOSEPH AND DENVER RAILROAD.—On Monday, July 23d, says the *Troy (Kansas) Reporter*, the President and Superintendent of the St. Joseph and Denver Railroad, and surveying party, including Messrs. Cook and Burlingame, the efficient engineers, arrived at Troy and pitched their tents at the terminus of the old grade. The surveying party are prepared with a good outfit to make a journey westward. On the 25th the engineers, President, Superintendent, and some of the Directors, went over the proposed route as far as Wolf river, making observations as to the best and most practicable location. We learn that the engineers will continue the survey to Marysville, Marshall county, and probably further west.

It is very encouraging to see the work thus progressing. Major Chew, the President, Mr. Swain, the Superintendent, and Capt. Blakiston, one of the Directors, are evincing energy, perseverance and industry that will surely crown their labor with success.

RAILROAD ITEMS.

The Charleston and Savannah Railroad has been opened to the Saitkahatchie.

WARREN AND FRANKLIN RAILROAD—This road has been completed to Oleopolis, forty-two miles from Irvine, on the Philadelphia and Erie Railroad; and having purchased nine miles of road between Oleopolis and Oil City, now own and operate fifty-one miles of road.

A Convention is to be held at Macon, Ga., on the 5th of September, to take into consideration the importance of the construction of the link in the Savannah and Memphis Railroad, from Opelika to Tusculumbia. The Boards of Trade of Savannah, Macon, Selma, Memphis, Cairo, St. Louis, Louisville and Cincinnati are invited to send delegates.

The *Sheboygan Journal* says it is now a fixed fact that the Sheboygan & Fond du Lac railroad is to be completed to Fond du Lac as soon as men and money can do it. Contracts are being made by S. M. Barratt, Esq., for the labor and necessary material for its completion.

A report made by the Directors of the London *Pneumatic Despatch* shows that since certain improvements have been made, it appears that 120 tons of goods can be passed through the tube per hour, at the rate of eighteen miles an hour, at the cost of under 1d. per ton per mile.

Judge Lome at a special session of the United States Circuit Court at Des Moines, on the 8th inst., confirmed the sale of the Mississippi & Missouri Railroad to the Chicago & Rock Island and Pacific Company. The road will be immediately pushed to Woodville, and from thence the track of the Des Moines Valley Railroad will be used.

UNION PACIFIC R. R.—We understand that the Union Pacific Railroad is now completed over forty miles beyond Columbus, and still the work of laying the track progresses toward Kearney, with unabated rapidity. Steamer after steamer is bringing its cargo of rail for this work, and discharging it upon the levee, and out it is whirled into the country, to be devoured by the insatiable maw of the track-layers. As it has been progressing this season, the Union Pacific Railroad will reach Kearney by early in September next. On the 15th the Company are to put a passenger car on to one of its trains, to run as far as Lone Tree Station, (forty-one miles beyond Columbus,) for the present.

The *Omaha Republican* of the 31st ultimo, says the vote on the previous day on the proposition to aid the Northwestern railroad in building their road to that city, resulted largely in favor of the proposition. But fourteen votes were cast against it. Now it devolves upon the city authorities to make this emphatic expression of the people efficient, as thoroughly and speedily as possible. Let them do it with a will, and the great object for which the people have voted to put their hands down into their pockets to the tune of \$40,000, will soon be accomplished. The first of July, 1867, will see the iron horse of Chicago on the banks of the turbid Missouri.

Recently, on an English railroad, a bridge caught fire, and the superintendent of the road, who was in London, was telegraphed for. He immediately left London and traveled on an engine to York, a distance of 191 miles, in 3 hours and 43 minutes, including a stoppage of 8 minutes at one of the stations.

MONETARY AND COMMERCIAL.

Since our last week's review the only feature of importance affecting the money market is the action of the U. S. Treasurer, in drawing on the government depositaries for funds to pay off the floating or unfunded debt. This amounts to about one hundred millions, and will all speedily be returned into the regular channel of trade. Regular customers can procure all they need at the usual rates, but until the return current takes place from the government payments, a temporary stringency will be experienced in the loan market by parties who are the most in need of them. The gold market has been weak, and a decline of fully four per cent. has been the result. The daily range has been as follows:

	Opening.	Highest.	Lowest.	Closing.
August 16.....	151	152½	151	152
" 17.....	151½	151¾	150½	150¾
" 18.....	150¾	150¾	148½	148½
" 20.....	150½	150¾	148	148½
" 21.....	147½	148	147½	148
" 22.....	147¾	149½	147¾	149½

The supply of exchange is in excess of the demand, and rates are weak. The usual quotations are:

	Buying.	Selling.
New York.....	1-10@50 dis.	par.
Philadelphia.....	1-10@50 dis.	par.
Boston.....	1-10@50 dis.	par.
Gold.....	148	149
Silver.....	135@137	138@139

The *Tribune* of Tuesday says:

Government stocks continue firm and in good demand. State stocks are also strong and in some cases higher. Railway bonds steady, and bank shares strong. The small stocks are firm. Lehigh and Susquehanna Coal rose ½ per cent., and Mariposa Preferred ¼. The railway share market was irregular. For Erie and Reading there was an active demand at higher prices, the former selling at 74½ and the latter at 117½, closing at 73½ and 116½. Erie was reported in demand "for the election," a purpose for which it is valuable to the managers, as the stockholders know to their cost. As an investment, it would be dear at 20, but this will not prevent credulous speculators from buying it. At the 1 o'clock call, the share market was better, except Erie and Reading, which did not command the street prices. At the Second Board, the market was strong on the general list, but Erie was lower and sold at 73½; Chicago and Alton Preferred sold at 109½, ex. dividend of 5 per cent. After the call the market was dull and steady on the general market, and lower on Erie. New York Central, 104¼@105; Erie, 73½@73¼; do. Preferred, 78@80; Hudson River, 119½; Reading, 116½@117; Michigan Central, 111@111½; Michigan Southern and Northern Indiana, 85½@86; Illinois Central, 122½@122¾; Cleveland and Pittsburgh, 87½@87¼; Chicago and Northwestern, 36¼@36½; do. Preferred, 67½@67¾; Cleveland and Toledo, 116½; Chicago and Rock Island, 107@107½; Pittsburgh, Fort Wayne and Chicago, 105@105½.

100,000 ACRES

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IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

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J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
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J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug. 2, 1f.]

KENTUCKY

Silver Lead Lands,

FOR SALE BY,

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ " "	35 " "
3, 8 " " 11 " "	35 " "
4, 8 " " 9 " "	35 " "
5, 7½ " " 6½ " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7½ " " 8 " "	35 " "

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

Dayton & Michigan.

Samuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 68 W. Third St
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

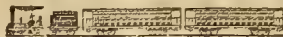
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....		9:40 A. M.	10:50 P. M.
HAMILTON.....	10:30 "	11:53 "	
DAYTON.....	12:05 "	1:10 A. M.	
SPRINGFIELD.....	12:56 "	2:03 "	
MARION.....	1:50 P. M.	2:40 "	
URBANA.....	3:44 "	4:29 "	
GALLION.....	4:55 "	5:25 "	
MANFIELD.....	5:45 "	6:30 "	
AKRON.....	8:32 "	9:00 "	
RAVENA.....	9:25 "	10:15 "	
LEAVITTSBURG.....	11:30 "	11:30 P. M.	
GREENVILLE.....	12:00 A. M.	12:35 P. M.	
MEADVILLE.....	1:10 "	2:45 "	
CORRY.....	2:35 "	3:35 "	
Arrives SALAMANCA.....	4:55 "	5:55 "	
NEW YORK.....	10:20 P. M.	1:00 "	
BOSTON.....	4:55 "	11:55 A. M.	
PITTSBURGH.....	2:20 A. M.	3:20 P. M.	
HARRISBURG.....	3:50 P. M.	1:40 A. M.	
PHILADELPHIA.....	5:35 "	6:40 "	
BALTIMORE.....	8:30 "	7:00 "	
WASHINGTON CITY.....	10:25 "	10:20 "	

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

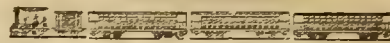
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

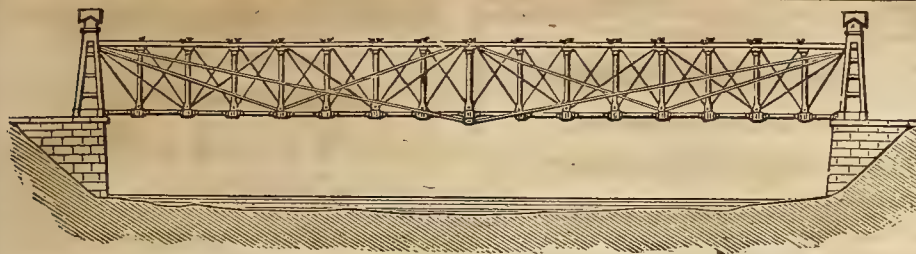
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

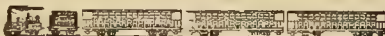
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Cones St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.

One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.

Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

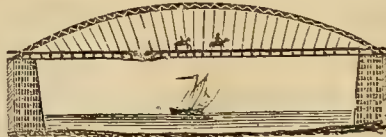
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

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ESTABLISHED 1821.

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MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 30 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

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STEPHEN MORRIS, CHAS. WHEELER
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4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, AUGUST 30 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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" " per month.....	3 00
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ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....	6:45 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.....	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

The Receipts and Business of Railroads.

The termination of the war was expected to have, and has had, a great effect on the business of Northern railroads, but we are glad to see has not depressed their business as much as was expected. At the beginning of the war, we stated in the *Record* our opinion that the war would greatly increase the business of our railroads, especially of the East and West lines. Such was the fact, and the increase was very great. For this there were two principal reasons: 1. That as large amount of business which had heretofore been directed South would now go to the eastern Atlantic. 2. The Government transportation in war must be very great, and add very largely to railroad business. Both these estimates proved true. The business of railroads in the Northwest was immensely increased. Hence, also, it was thought that when these reasons ceased, the business of railroads would fall off very much. On most of the roads it has been the case, but to much less degree than was expected. In a short time they will have more business than ever. There is a constant cause at work to increase the business of railroads which has not been sufficiently estimated. This is the rapid and constant increase of the business of the country. We can form a tolerably accurate idea of what this is. The increase of population each ten years is thirty-four per cent. But, in consequence of increased arts and machinery, the actual increase of products is much greater. If we put the increase of products in ten years to be fifty per cent, we know, from the returns of the census that it is below the truth, this gives us an average volume of business equal to five per cent. per annum. If we suppose this to be equalized among all classes of business it gives an annual increase of five per cent. in the business of railroads, especially in the West. In the Atlantic States it may not be so much, because agriculture there is at a stand still. Now, if we suppose the aggregate business of a road in any one year to be \$2,000,000, it will be \$2,100,000 next year; and the experience of nearly all the Western railroads proves this to be the fact. When any particular State or district comes nearly to a stand in population and products, of course this will not be the case; but, for many years yet, the whole country west of the Alleghanias will continue to increase in its products. Hence, the business of most Western railroads will increase far beyond their present limits. Let us now examine the results of business in several of our Western railroads. We take our facts from the *Financial Chronicle*:

ERIE RAILROAD.

In 1864, receipts.....	\$13,429,643
In 1865, receipts.....	15,434,475

In seven months of 1866 the Erie Railroad fell off \$436,000, but this is much less than might have been expected.

ILLINOIS CENTRAL.

Receipts in 1864.....	\$6,329,447
Receipts in 1865.....	7,181,208

In seven months of 1866 the Illinois Central fell off \$336,000.

MICHIGAN CENTRAL.

Receipts in 1864.....	\$3,966,946
Receipts in 1865.....	4,504,546

In six months the Michigan Central fell off \$62,000. This is a very small amount, comparatively.

PITTSBURGH, FORT WAYNE AND CHICAGO.

Receipts in 1864.....	\$7,120,400
Receipts in 1865.....	8,460,000

In seven months the Pittsburgh and Fort Wayne fell off \$636,000. In two or three months the falling off was heavy.

On some of the roads, in our own immediate vicinity, we give the following tables:

MARIETTA AND CINCINNATI.

	1864.	1865.	1866.
	(251 miles.)	(251 miles.)	(251 miles.)
January.....	\$77,010	\$96,672	\$90,125
February.....	74,409	87,791	84,264
March.....	89,901	93,763	82,910
April.....	72,389	78,607	82,722
May.....	83,993	76,248	95,664
June.....	78,697	107,521	106,315
July.....	91,809	104,608	.....
August.....	94,375	113,144	.....
September.....	93,078	123,252	.....
October.....	90,576	116,495
November.....	96,918	116,146
December.....	95,453	105,767

Year.....	\$1,038,161	\$1,224,056
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OHIO AND MISSISSIPPI.

	1864.	1865.	1866.
	(340 miles.)	(340 miles.)	(340 miles.)
January.....	\$210,329	\$259,223	\$267,511
February.....	260,466	239,139	246,109
March.....	309,261	313,914	326,206
April.....	260,443	271,527	277,413
May.....	324,957	290,916	283,100
June.....	223,242	304,463	253,904
July.....	268,176	349,385	247,262
August.....	302,596	344,700	.....
September.....	332,400	351,348	.....
October.....	278,006	372,618
November.....	346,243	419,553
December.....	275,950	284,319

Year.....	\$3,311,070	\$3,793,005
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TOLEDO, WABASH AND WESTERN.

	1864.	1865.	1866.
	(242 miles.)	(242 miles.)	(484 miles.)
January.....	\$79,735	\$144,084	\$226,059
February.....	95,843	139,711	194,167
March.....	132,896	153,753	256,407
April.....	123,987	144,001	270,300
May.....	127,010	138,738	316,433
June.....	156,338	194,524	325,691
July.....	139,626	271,798	304,917
August.....	244,114	374,534	.....
September.....	375,534	379,981	.....
October.....	221,570	375,534
November.....	220,209	361,601
December.....	265,154	247,023

Year.....	\$2,050,323	\$2,926,678
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It will be observed that the Marietta road has, relatively, done very well. If this road should ever complete the bridge over the Ohio, at Parkersburg, and especially if the Cincinnati and Norfolk road is made, the Marietta road will succeed as well as any one in the country.

The Ohio and Mississippi fell off \$126,000, but not more, in proportion, than other roads. The Toledo and Wabash has increased, but with a much increased length of road. The returns of other roads, in this neighborhood, we have not got; but we know that the Little Miami and Dayton roads are doing well.

The following is a table of results for seven months in seventeen roads:

Railroads.	1865.	1866.	Difference.
A. & G. W...	\$2,661,463	\$3,085,467	Inc. \$424,004
C. & Alton...	2,126,860	2,123,433	Dec. 3,427
Chi. & G. E...	573,821	711,076	Inc. 137,255
Chi. & N. W...	4,027,080	4,406,644	Inc. 379,564
Chi. & R. I...	1,798,428	1,614,615	Dec. 183,813
Cle'd & Pitts...	1,459,720	1,243,089	Dec. 216,631
Erie...	8,226,188	7,943,044	Dec. 283,144
Illinois Cen...	3,491,439	3,553,420	Dec. 62,019
Marietta & C...	649,063	638,023	Dec. 11,040
Mich. Cen...	3,363,153	2,254,392	Dec. 1,108,761
Mich. South'n...	1,743,968	1,981,454	Inc. 237,486
Mill. & St. P...	1,079,369	1,205,467	Inc. 126,098
Mill. & P. du C...	938,838	1,078,346	Inc. 139,508
O. & M...	2,028,468	1,901,628	Dec. 126,840
P., Ft. W. & C...	4,628,802	4,162,722	Dec. 466,080
T. W. & W...	1,183,067	1,893,974	Inc. 701,907
West'n Union...	364,520	438,877	Inc. 74,357
Total (17 r'ds).	41,118,447	40,237,251	\$881,196

The probability is that next year there will be a large increase in the receipts of all these roads. The average increase of five per cent., which we have shown it is fair to estimate, will make, on the above seventeen roads, an increase of two millions of dollars in their receipts, and we hesitate not to say that, in our opinion, the actual increase will really be greater. The agricultural products of the year are large, notwithstanding the partial failure of one or two of the large crops. The corn crop is the largest ever raised in the country. It will reach *one million of bushels*, at least, and although the largest part of the corn crop is consumed on the farms, yet an immense amount will, in some way or other, be carried to market. If fed to cattle and hogs, they must be carried to the great markets. In fine, the agricultural prosperity of the country still continues, and its agriculture and manufactures will still furnish immense profits for the carriage of railroads. We have thought, and still think, that the railroad States of this country would, at some time, rapidly appreciate, and be ranked with the permanently profitable. Some few of the roads have for many years yielded large dividends, and will probably continue them; but, we think, there are many others which have heretofore had to apply their profits to the payment of floating debts and the extension of branches, which will hereafter be ranked with the best paying roads of the country. In one word, we think the time is past when the stock of established roads will be classed as merely speculative or uncertain property. The great difficulty (an original want of sufficient capital), is surmounted, with the completed roads, and they will henceforth be productive.

Insurance.

The report of Hon. Wm. Barnes, Superintendent of the Insurance Department of the State of New York for the past year, has been laid on our table. The sterling value of these reports to our general commercial and manufacturing interests is too great and too apparent to need any amplification. Although the report is made for the State of New York and embraces only those Companies doing business within that State, yet its lessons are for the whole country, and teach all Companies and communities salutary

truths. The able Superintendent sums up the business of the year 1865, briefly. He says:

"The history of 1865 is soon recorded; it has been a year of sad and persistent disaster to both our Fire and Marine Insurance Companies, unrelieved by any features of consolation except those which always accompany affliction—the way of Wisdom is rendered plainer and broader for the entrance of all within its portals. Low rates of premium, high commissions to brokers and agents, large expenses and heavy losses have, even with small or no dividends, made the gross Expenditures exceed the gross Income, and rendered the Companies less strong in Assets as compared with Liabilities than at the end of the preceding year 1864. The hard and severe labors of a whole year can show only as its fruits an enlarged and costly experience, which, however, if properly studied and used, will hereafter constitute practical Capital, although unknown as an Asset in a Company's balance sheet or in our courts of Judicature."

During the past year but two new Joint Stock Fire Insurance Companies have been organized within the State, having a combined capital of \$400,000, against six in the preceding; eight old companies increased their Capital by \$2,400,000, making the total increase of Capital in the State \$2,800,000. The aggregate Capital at the end of the year so employed was \$31,557,010.

Such an amount of actual paid up capital invested in a single line of business by the citizens of one State, extending the ramifications of their business through the length and breadth of the land shows the importance of the close watch kept upon them by the Department.

The growth of the business of Fire Insurance, as conducted by Joint Stock Companies is apparent from the returns made for a series of years; for example, in 1853 there were 64 Companies so reported, with an aggregate Capital of \$13,056,010, and a premium income of \$3,800,858 77. At the close of 1865 there were 109 Companies with a Capital of \$31,557,010, and a premium income of \$19,620,068 09, showing an increase of business or receipts as compared with capital advances from 29 per cent., to 62 per cent.

The advantages of Insurance have been but slowly appreciated in our country. In the year 1787 there was but one Company doing this business within the State, now known as the Knickerbocker Fire Insurance Company of New York. It was organized under the old English custom by a deed of settlement dated 3d April, 1787, under the title of the Mutual Insurance Company of New York. In 1798 it was incorporated by special charter from the State, and reorganized in 1809 with a capital of \$500,000. At the close of 1823, there were but seven Fire Insurance

Companies, with a total capital of \$2,820,000. From that time the business extended slowly but surely, and at the close of 1852, there were 43 companies with a total capital of \$8,506,010. From this date the increase in the number of companies and the amount of their capital has been rapid; yet the spread of their business has been still greater as shown by the increase of premiums received as compared with capital invested.

Dean Richmond.

DEAN RICHMOND, President of the New York Central Railroad, died in New York City at 2:10 o'clock on Monday morning, in the 63d year of his age. He was born March 31, 1804, at Woodstock, Vt., of poor parents, and was left an orphan at the age of fourteen. In boyhood he left his native State, and first settled in Salina, where he obtained employment as a clerk. Upon arriving at more mature years he moved to Syracuse, and engaged in the manufacture of salt, and afterwards in the forwarding and commission business, in which he was eminently successful. Upon the advent of the railroad era he became deeply interested in many of the great works of internal improvement, especially in the western portion of New York. He was for many years the controlling director of the Buffalo & State Line Railroad, and for eight or nine years the Vice President of the New York Central, until in 1864 he succeeded Hon. Erastus Corning as President. His loss will be deeply felt in business circles, but more especially in the great political party of which he was an active and leading member, being at the time of his death, the Chairman of the Democratic State Central Committee of New York.

Union Pacific Railroad—Eastern Division.

A correspondent of the *Cincinnati Commercial*, in speaking of the Union Pacific Railroad—Eastern Division, and its rapid construction, pays the following merited tribute to one of our most talented and estimable citizens, and to whose energy and skill we are indebted for several of our western railroads. We hope Mr. Shoemaker will be entrusted with the construction of the entire line of the Pacific. The *Commercial* says:

"That portion of this road which has been in process of construction, from the first line of Missouri to Fort Riley, one hundred and thirty-five miles; also the branch from the city of Leavenworth to Lawrence, by R. M. Shoemaker, Esq., of this county, on behalf of himself and associates, will be fully completed and open for travel and traffic, from Kansas City to Fort Riley, early in September, thereby making a continuous railroad from St. Louis westward of four hundred and twenty-seven miles. It would be open to the public now but for the strike among the iron operators at Pittsburg, causing delay in the manufacture of the rails. The grading and masonry was

all done by the first of June. The cars are now running to Manhattan, on the west side of the Big Blue River. As is usual with Mr. Shoemaker, he has pushed this work forward with commendable energy, and what is more satisfactory to his associates and himself, has built a first-class road, and kept the cost of the work within his estimates.

"He has had seventeen large Howe truss bridges made in this city, within the year, and transported to Kansas, and erected on the work under his charge. Four large bridges, on that portion of the road completed before Mr. Shoemaker took charge, were in the mean time carried away by floods, and other serious damage done. Permanent bridges were taken from Cincinnati to replace those lost, and other heavy repairs made, all of which caused at least two months' delay in the work. But for this delay, the road would have been completed and open for traffic to Fort Riley the 1st of last June. We are informed that the Railroad Company have tendered to Messrs. Shoemaker & Co. the contract to build 250 miles more of their road, extending to Pond Creek, nearly 400 miles west of the Missouri River. We hope Mr. Shoemaker will consent to undertake this mammoth work, because of his great experience and energy.

"We learn that capitalists now interested, and those who desire to be connected with this great enterprise, have tendered him all the money required, if he will take charge of the construction and management of the road, believing it to be of the greatest importance to any such undertaking that it should have the advantage of his large practical experience in building and running of railroads.

"We shall then have confidence in its success, and soon expect to see the cars running from the Missouri River to the city of Denver, in Colorado Territory."

Farming in Colorado.

A correspondent of the New York *Tribune* furnishes the following very interesting items relative to the material progress of fixed civilization in Colorado. The entire letter was full of interest, but our space would not admit of giving more than a few extracts. The great advance made by Colorado in the very few years of her existence, is one of the wonders of the age; but even that will be eclipsed by the rapidity of her advancement upon the completion of railroad communication with the older States.

GOLDEN CITY, C. T., June 21, 1866.

I verily think that if those who six years ago saw nothing but arid hills and fields of cactus, forbidding cultivation, could behold some parts of Colorado at present, they would open their eyes in astonishment. My approach to Denver did not furnish the least suggestion of farming, and all the attempts which one sees from the city are a few patches of vegetables along the Platte. But the agricultural interest, without which a mining community so remote as this cannot subsist, has really reached a development which is remarkable, when we consider the discouragements to which it has been subjected.

I am fast inclining toward the opinion that there is no American Desert on this side of the Rocky Mountains. Belts of arid and sandy soil there certainly are, but I doubt if

any of these are more than 50 miles in breadth, while there are many points where an unbroken line of habitable territory may be followed from the Missouri to the base of the mountains. I remember that as late as 1859, the lowest computation of the extent of the Desert was 200 miles; yet in the Smoky Hill route I saw less than 50 miles to which the term could properly be applied. What I have since learned of farming under these new conditions of climate and soil lead me to suspect that time and settlement will subdue even this narrow belt—that there may some day be groves and farms on the treeless plains, that wheat may usurp the place of buffalo grass, and potatoes drive out the cactus. * * *

Rising to what are called "the second bottoms" a gently inclined shelf, extending from the mountains to the Platte, we had a view down the river and saw the first indications of farming. Near at hand was a farm of 320 acres, the owner of which is inclosing the whole with a high post fence, at a cost of about \$2 50 per rod. A neat cottage farm-house, at the commencement of the river bottoms, pleasantly hinted of permanent occupation. Beyond this farm, still mostly in the rough, stretched a succession of dark green fields of wheat, on both sides of the stream, which, divided into many arms, sparkled between its islands and banks of cottonwood. The rising grounds were already beginning to grow tawny under the summer sun, and these low lying belts of grain and trees made a dazzling contrast of color. For some miles down the Platte I could trace a continuous line of farms and preëmption cabins.

The undulating higher ground across which we struck in a straight line, toward Clear Creek, was covered with grass, lupins, a multitude of brilliant flowering plants, and cactus. Dry as it appears, it furnishes good pasture during the whole year, and irrigation will convert the whole of it into grain fields. I remember that my admiration of the agricultural capacities of California, in 1849, subjected me to many derogatory epithets; hence, one who crosses these brown plains at the end of summer may laugh incredulously when I say that all the country between the river and the mountains—every upland and ridge where water can be made to flow—will in time be as rich a farming region as any in the East. The capacity of soil to hold moisture will increase; trees will then grow where it would now be hopeless to plant them; hedges will take the place of costly fences, and the character of the country will undergo a complete change.

Capt. Sopris' ranche is on a bluff overlooking the valley of Clear Creek. From the window of his parlor I looked out upon several miles of beautiful wheat, a long pasture ridge beyond, and the grand summit of Long's Peak in the distance. Ten farmers here have united their forces, and made a ditch ten miles in length, by which their fields are irrigated. The usual yield of wheat, under this system, is 30 bushels to the acre, and the price, up to this time, has ranged from 5 to 25 cents per pound. You can see that farming, even at the lowest rates, is a good business in Colorado. Oats produce about 40, and corn 50 bushels to the acre; the price ranging from \$2 to \$5 per bushel.

It is remarkable how soon the farmers have adapted themselves to the new conditions of their occupation. They seem already to prefer the secure yield which irrigation offers, to the uncertain prospects of a more variable climate. The principal labor and expense is

the construction of the irrigating canal; that once made, it is an easy matter to watch and flood their fields whenever necessary. This season it has not yet been generally needed; but from now until the end of July, when the wheat ripens, the process must be frequently repeated. Against the plague of grasshoppers there is no protection; this year, however, promises to be free from that scourge. * * *

After dining with the Captain and his amiable family, we returned by a road skirted Clear Creek, to Fisher's Rancho, where I saw 600 acres of grain in one body. The entire number of acres planted in the Territory this year is estimated at 70,000—which will supply the wants of the entire population. The more sanguine expect to send a small surplus to Montana. This is really an astonishing fact. In a Territory only seven years old, 600 miles from other settlements, which attracts principally a mining and speculating population, and was supposed to have the most limited capacity for agriculture, the people are already independent, self-sustaining, in regard to food!

My friend, Mr. D. T. Smith, piloted me around the immediate neighborhood of Denver, and gave me further opportunities for strengthening the views which my trip to Clear Creek had suggested. I saw that the country to the east of Cherry Creek and the Platte is quite as fertile as that to the westward, and could easily credit the assertion of Gen. Pierce that the supply of water is sufficient, with an adequate irrigating canal, to bring under cultivation 400,000 acres of land. I have no doubt it will be found true of all parts of the Plains, that wherever water can be had farming will be profitable. Even where there are no running streams, wells with water wheels driven by wind, as in California, may supply their place. An old frontiersman assured me that wherever there is a town of prairie-dogs, water will be found at a depth of from 20 to 30 feet. Now, in my memory, the road from Fort Ellsworth to the Platte is one grand prairie-dog metropolis; so there ought to be no scarcity of water. In Kansas, living springs are making their appearance, as the country becomes cultivated. Nature, after vainly attempting to drive off Man, makes up her mind to reward his persistence. Perhaps I dwell a little pertinaciously upon this one point; but the truth is, I have never been more astonished than on finding this vast central region so very different from what previous accounts had led me to imagine. * * *

This morning I left Denver for my mountain tour. As far as this place, at the base of the first range, a distance of 15 miles, the country is rapidly coming under cultivation. Ditches are being carried from Clear Creek over all parts of the undulating slope stretching down from the mountains, and it was a cheering sight to find a large field of the greenest wheat upon the highest points, in the midst of a plain studded with cactus. A short distance from Denver, one of the ditches has been turned into a natural basin a mile in diameter, forming a lake of that extent, around which large herds of cattle were grazing. We found a number of men at work, constructing new ditches by a very simple process. Several furrows are first plowed, and then the dirt is shoveled out rapidly by a broad frame of timber, drawn by horses in a lateral direction. Our course was sometimes impeded by a number of these ditches, which are not yet bridged, especially

in descending toward Clear Creek, which we struck three miles below the point where it issues from the mountain. * * *

Part of the bottom land was originally alkaline, the white streaks being still discernible, yet the crops growing upon it were, if anything, more luxuriant than elsewhere. Captain West, my companion to Golden City, informed me that upon his own rancho, an alkaline patch, bare of vegetation, has now become the best part of his garden. The use of manure is said to neutralize the alkali in a very short space of time.

Before us rose the curious elevation known as the Table Mountain. As seen from Denver it resembles a slice of cheese lying on its side, and with a crack through the middle. Immediately behind it is the first range of the Rocky Mountains, and this apparent crack is the cañon through which Clear Creek makes its way. On approaching nearer, the straight, slanting summit breaks into a very irregular outline, with bold, rocky buttresses and deep indentations. The top, on both sides of the Creek, is a mesa, or table-land, which furnishes superb pasturage for cattle throughout the entire year. A small lake supplies the herds with water, and the grass, however parched in autumn or dry in winter, never seems to lose its fattening properties.

* * *

The Temporary Loan.

The Secretary of the Treasury has issued a notice requiring the presentation, for redemption, of all Certificates of Deposit on temporary loan, exclusive of certificates issued for clearing house purposes, on or before the 26th of August. The amount of Temporary Loan outstanding on the 1st of August was \$118,600,000. Of this amount probably \$45,000,000 was represented by clearing house certificates; so that nearly \$75,000,000 of temporary loan will be redeemed under this order, before the close of the present month. This very important displacement of investments must have an important effect upon the loan market. A large portion of the certificates are held by the banks, and represent so much of their capital or deposits as they have no use for in loans or discounts; and it may be presumed that most of the money they may receive, in the way of redemption they will at once reinvest in other Government securities. In anticipation of this probability, national securities advanced materially, subsequently to the issuing of the notice calling in the certificates. The current high prices of national and other securities will, however, act as a check upon the purchase of bonds and stocks, by either banks or private parties, and the result of the redemption must be, upon the whole, to add materially to the funds upon the market seeking temporary investment.

At any other season the process would have produced a very extraordinary plethora of funds, with a consequent advance in securities generally. But, at the close of August and beginning of September, we shall experience the usual Fall demand for money for moving the crops of the West, which ordinarily is attended with an advance of 1@2 per cent., in the rate of interest. Under the circumstances, this demand will probably be met without any departure from the present low rates of interest. The Sub-Treasury will disburse largely in national bank currency; and the banks will be enabled to use the currency West, instead of parting with their legal tenders; which will add materially to the

strength of their position and tend to promote ease in the money market.

The payment of seventy millions of currency out of the Treasury within fifteen days, and just at a time when currency is required in the West, must have a bearing more or less important upon mercantile credits. The consequent abundance of bank notes and greenbacks will reduce the necessity for resorting to individual credits, or in other words, will tend to facilitate cash transactions.

So far this result will be wholesome; for in the present abnormal condition of affairs expanded credits are by no means desirable. The effect of the redemption of the Deposit certificates will be to take seventy millions of paper now idle, and for actual effect upon the money market the same as non-existent, and throw it into actual circulation. If the Treasury were to take the currency back again, through the negotiation of a loan or otherwise, the effect of the operation would be but brief; but of that there appears to be no probability, as there is no necessity, in the present condition of the finances, for making further loans. We must therefore regard this as an important addition to the actual circulation, until such period as, through the excess of income over expenditures, the Government again accumulate a large surplus in the Treasury—a process which will require time, though not perhaps so much as might be supposed, inasmuch as in September the receipts on account of income tax will be very large.

Mr. McCulloch has acted wisely in paying off this large amount of floating indebtedness. It would perhaps be difficult to discover the wisdom of his not having done it sooner. Within the year ending August 1, the Government has reduced its debt \$125,000,000; when this month closes, the amount of reduction will probably have been increased to \$200,000,000. If our people will patiently endure taxation at the present rate, we may in fifteen years be entirely freed from our present enormous national obligations.—*Economist*.

The Keokuk and St. Paul Railway Company.

The Keokuk Gate City furnishes us with the following account of the consolidation of several lines of railroad, forming one continuous line from Keokuk to St. Paul, of about 370 miles. The several little lines of road, with their diversity of interest, would probably struggle on for many years and never be built, but by making a united effort, and properly husbanding the resources of all, the entire line will be more likely to be constructed. We wish them good-speed; their work will do a great deal to develop the resources and agricultural wealth of the country through which it passes, and, we doubt not, will be a paying institution. The Gate City says:

This company is, as its name indicates, intended, with its connections at no distant day, to place the cities of Keokuk and St. Paul, as well as all the principal towns in Iowa, in close intercommunication by rail. The distance between these two cities *via* the river is 583 miles, while by the line of the projected roads it is only 373 miles, a saving in distance of 210 miles, besides avoiding the

delays caused by the upper and lower rapids of the Mississippi.

The line will be made up of the following railroads, the length and amount of road already constructed and in progress of each of which, we give as near as we can at present ascertain, to wit:

1st. **KEOKUK & ST. PAUL RAILWAY**—Keokuk and Mt. Pleasant—50 miles built and in operation 18 miles, with a branch to Burlington, of which 7 miles, from the Junction to Fort Madison, is completed.

2d. **IOWA NORTHERN CENTRAL RAILWAY**—Mt. Pleasant to Cedar Rapids, *via* Washington and Iowa City—83 miles.

This Company was organized May 15th. The surveys are now being made, and large subscriptions to the stock have been secured in Johnson and Washington counties, and the road will soon be placed under contract.

3d. **THE CEDAR RAPIDS & CEDAR FALLS RAILROAD**—Cedar Rapids to Cedar Falls—56 miles. This road is to run through Vin-ton, and the means have been raised along the line for grading and bridging, which will be completed between Cedar Rapids and Vin-ton this season.

4th. **THE CEDAR VALLEY & MINNESOTA RAILWAY**—from Cedar Falls to the Minnesota State Line—76 miles.

Of this road, 14 miles, from Cedar Falls to Waverly, are completed and in operation. The remainder is in progress. At the State Line this road connects with:

5th. **THE MINNESOTA CENTRAL RAILWAY**—from State Line to St. Paul—104 miles; Minneapolis, 115 miles.

This road was completed southward from St. Paul to Faribault, 56 miles, last season; 15 miles additional, to Owatonna, will be completed September 1st, and the entire road to the State Line is nearly graded, ready for the iron.

It will thus be seen that the entire line between Keokuk and St. Paul is in progress, with over 100 miles completed and in operation under the auspices of five companies, which may, and probably will, by consolidation, be eventually reduced to three, and possibly to two corporations.

Roads Intersected by this Line, and Distances from the Mississippi River.

1st. At the Junction 18 miles from Keokuk, with road to Burlington, *via* Fort Madison.

2d. At Mt. Pleasant, 28 miles from Burlington, with Burlington & Missouri River Railroad.

3d. At Washington, 37 miles from Muscatine, with a branch of Mississippi & Missouri Railroad.

4th. At Iowa City, 54 miles from Davenport, with main line of M. & M. R. R.

5th. At Cedar Rapids, 82 miles from Clinton, with the Iowa branch of N. W. R. R.

This road is already finished some 50 miles beyond the Des Moines River, and is to be completed to the Missouri River to connect with the Pacific R. R., early next season.

6th. At this point the line also connects with the Dubuque Southwestern R. R., 57 miles from Dubuque, completed, and giving us a fine connection with Dubuque.

7th. At Cedar Falls, 100 miles from Dubuque, with Dubuque & Sioux City R. R., completed to Iowa Falls, 150 miles west from Dubuque.

8th. At the State Line, something over 100 miles from McGregor, with the McGregor Western Railway, more than 50 miles of which is in operation.

9th. At Owatonna, 85 miles from Winona, with the Winona & St. Peter's R. R.

10th. At Mendota, opposite St. Paul, with the Minnesota Valley R. R.

11th. At Minneapolis, with St. Paul & Pacific R. R., completed north to St. Cloud and Watab, 80 miles, and to be extended to the Red River of the North.

POPULATION IN 1855 OF THE COUNTIES IN IOWA TRAVERSED BY THIS LINE OF ROAD.

Lee.....	28,063
Henry.....	17,916
Washington.....	14,739
Johnson.....	15,778
Linn.....	20,755
Benton.....	11,245
Black Hawk.....	12,306
Bremer.....	7,224
Chickasaw.....	5,355
Floyd.....	4,846
Mitchell.....	4,176

146,403

Add population of six counties in Minnesota, to wit:

Hennepin.....	17,076
Dakota.....	12,476
Rice.....	10,977
Stael.....	4,932
Dodge.....	5,932
Mower.....	5,400

Total.....56,011

And we have a population of over 200,000, not including Ramsey county, in which St. Paul is situated, directly on the line of and tributary to this road.

There has as yet, been no coal found in Minnesota, and the citizens of that State must, to a great extent, be dependent on this line of road for their supplies of that article, while they will return to us the cars freighted with lumber and wheat.

It will thus be seen that this line of railroad traverses the most fertile valleys, the oldest and most thickly settled portions of Iowa and Minnesota, and who can doubt that, in the language of Col. Mason, the eminent engineer of the Illinois Central Railroad, "this line crossing, as it does, every East and West railroad in the State of Iowa, and connecting, as it will, with the entire railroad system of Minnesota, must become to Iowa what the Illinois Central is to Illinois."

This line of road will also furnish the nearest and most direct route between St. Louis and St. Paul, St. Louis lying 60 miles east of south from Keokuk, and St. Paul 90 miles west, and there being already a railroad connection between Keokuk and St. Louis, *via* Jacksonville, more direct than can ever possibly be had on this side of the river, and the distance being only 182 miles, and time ten hours, must draw to this line of road much the largest portion of the travel between St. Paul and St. Louis and other Southern cities.

[From the Cincinnati Commercial.]

Railroad Meeting at Somerset, Kentucky.

SOMERSET, KY., August 24, 1866.

EDS. COM.—Yesterday at 1 o'clock, the Court House here was filled to overflowing with the yeomanry of this, the largest county in the State.

The meeting was called to order by Wm. Fordham, Esq., and, on motion, Hon. W. B. Moore was elected temporary President, and J. M. Kelly temporary Secretary. A Com-

mittee on Organization having been appointed, Hon. J. W. F. Parker, Senator elect from this district, was appointed permanent President, and J. M. Kelley permanent Secretary.

Hon. Willard Davis was then introduced by the President, and addressed the meeting at length, stating clearly and decidedly the object of the same, and the advantage to be derived from a railroad direct from Cincinnati to Atlanta, Ga., and connecting with all the seaboard cities of the South. A proposition was then presented by the speaker, and, at his request, read by Mr. Daniel, of Garrard County, requesting the people of Pulaski County to raise, by *ad valorem* tax, the sum of \$200,000, to be placed in the hands of trustees, one-half to be paid to the company on completion of the road through said county to a point as far south as the Cumberland River, and the other moiety when trains should be run the entire distance from Cincinnati to the East Tennessee and Georgia Railroad.

Mr. Wm. A. Gunn, the eminent engineer, then exhibited maps of the entire line, explaining, from his personal knowledge of the proposed route, all its advantages, and showing the various connections with all points in the United States. He then, in an eloquent, and at the same time humorous manner, called upon the people of this county not to live as their fathers have since the first settlement of the country, among the isolated hills, with no opportunities for improvement, and none but the slowest and most laborious communication with the outside world.

Both speakers were listened to with marked attention throughout. A business committee for each precinct in the county was then appointed by the Chair, whose acquaintance with the people eminently fitted him to select proper men.

Voters were then called upon to sign the proposition, and the enthusiasm was intense. Every voter present is believed to have given the support of his name. The meeting adjourned to the open air, and tables having been provided, the desire to enrol their names was so great that it occupied the attention of three clerks for more than half an hour.

Few of the merchants and professional men could be present, on account of business duties, made more urgent by the great crowd in town; but all, or nearly all, are known to be favorable to the proposition. Two hundred and fifty names are all ready received.

Messrs. Davis and Gunn left early this morning to hold meetings at the various voting places, accompanied by some of our most influential citizens. From their well-known personal worth and honesty, they will doubtless give good account of their trip.

By order of the meeting,

J. M. KELLEY, Secretary.

Strikes Among Engine Drivers.

This country has been comparatively free from strikes among locomotive engine drivers, though it has not entirely escaped from the ill effects of it. The worst strike occurred on the New York and Erie Railway, under Mr. McCallum's management, some years since, and at one time the strike threatened to spread over the entire western country. This combination of the drivers, however, was met by the managers with most decided spirit and unanimity, and was finally repressed, without the travel or the trading interest of the public suffering to any great extent. There have been since some few attempts to get up a

strike, but they have not succeeded; and a very recent attempt on the Michigan Southern line lasted but a few days, the able manager of the line, Mr. Phillips, being thoroughly prepared and every way capable to take good care of the interests of the road and the public. As this class of important railway employes has increased in numbers, they have increased in intelligence and respectability, and, as a general thing, they now regard their interests and the interests of the companies identical, and our managers are disposed to treat them with that deference which is due to intelligence and worth. This is as it should be, and no good manager will needlessly issue any rule or regulation that will tend to annoy or degrade the engine drivers in their own estimation. But, as the safety of the public and the interests of the company are imperative, any rule that is necessary to conserve these is just and proper, and should be enforced at any hazard. There is a simple remedy in the hands of any man who feels aggrieved at the rules of the company, and that is, to resign his post and go quietly where he will be better satisfied. He should do this without any attempt to inflame his fellows with a sense of the wrongs which he may think he and they are suffering from, not only because it is right, but because it is for his interest.

The men who are active in a strike, either in the workshop or on the foot-board, are always looked upon with distrust and suspicion wherever they may go, and no careful manager will employ them, except as a matter of immediate necessity; when he can find men without the taint of the strike upon them, he will get rid of those who have, and he is wise in so doing. Without expressing any opinion upon the wisdom of getting up combinations of workmen, except to say that they are always followed by combinations among employers, we copy below a portion of an address recently issued by an organization of engine drivers, some four thousand strong, to the railway managers of the country. It says:

"To assure you that we wish to obtain that which any fair-minded man will say is right, we are willing to agree to submit any point of difference that may arise on any subject, such as wages, or other serious questions, or all matters that in the least endangers the stopping of the road, to arbitration. Let the company choose a number (to be agreed upon) of trustworthy officials from other roads, the engineers to do the same. If they can not agree, then to have the power to choose some disinterested outside party, and in this way to settle all disputes. In doing this you forever prevent the possibility of a strike, and this ought to be an inducement sufficient to warrant you in making the experiment. The public must approve of an arrangement of this kind, that will effectually prevent an interruption to their business. Every principle of right urges you to try and forever prevent that needless destroyer of property—a strike. You may ask, what assurance can you give that this agreement will be observed on your part? We answer, that we will sign a contract with four thousand names, comprising nearly all the best locomotive engineers in the country, and as endorsers we think we could get a majority of the Master Mechanics throughout the country, with a large number of Superintendents, and, we hope, some of the Presidents. This we are willing to do."

This looks fair upon the outside, but if there

is a difference of opinion between the engine drivers and the managers as to the propriety of making or enforcing a rule for the running of the trains, who is the "disinterested person" who is to decide this very important question? The manager may think the safety of the public and property of the company depends upon the enforcement of the rule; the engineers or drivers may not think so. In such a case ought the managers to allow an outside, irresponsible, "disinterested" person to decide the question, when it really may be a matter of life and death, of success or failure? Upon the matter of wages there is the same trouble; some engineers are worth much more to the companies than others, and good men will always get good wages; but probably among the four thousand signers of the paper referred to there may be some who are not of the first class, and therefore not likely to receive the highest pay. Will the "Association of Locomotive Engineers" discriminate in this matter, or will they insist upon each man being paid alike, independent of the value of his services, as the Ship Caulker's Association attempted lately to do? This question can only be answered by time; but, judging from the past, and from the nature of the questions likely to occur between the managers and engine drivers, we do not think the mode suggested—arbitration—will lead to the results desired. Every competent and trustworthy locomotive engineer is certain of obtaining employment and good wages, and he had better depend upon his own capabilities, his own self-respect, and his own value, to secure good wages, than upon the vote of his associates. The dicta of an association may be a good thing for a lazy, incapable member to fall back upon, but it is not needed by the great mass of locomotive engineers, who are trustworthy and capable of making their own bargains, and generally taking care of their own interests. We speak with the kindest interest to this valuable class of railway employees; a great many of them we know personally, and their friendship and good opinion we value; and we know, when we express the opinions we have hazarded above, that they are identical with the opinions of many of those who have been on the foot-board, and many who are now doing their duty there daily.—*Railway Times*.

Schenectady and Ogdensburg Railway Survey.

We learn that the survey of this proposed railroad is progressing satisfactorily. A route has been engineered from a point near the junction of the Schenectady and Saratoga with the New York Central Railroad, on the western side of the Mohawk River, at Schenectady, through the towns of Glenville, Charlton, Galway, and Providence, to a point on the Sacandaga River, in Northampton, near the Fish House, and from thence up said river to the village of Wells, in the county of Hamilton. The distance already made is about forty miles. So far, everything is satisfactory. From Wells, we understand, the route will continue up the Sacandaga, and passing within two or three miles of the head of Lake Pleasant, which, by the present highway, is about ten miles northerly above Wells. The next forty miles, it is anticipated, will severely tax the ingenuity of the engineers to find an eligible route over and through the Adirondack Mountains. The elevation to be overcome is great; and the face of the country rough and broken, and chiefly

covered with a dense forest. But it is believed that an eligible route will be found. Should this railroad ever be built, it will open up this long benighted part of the State, with its mineral and forest wealth, to the use of mankind. It would also shorten the distance from Ogdensburg, on the St. Lawrence, to Albany, on the Hudson, more than fifty miles, and would traverse one of the most picturesque portions of the State, with its towering mountains, beautiful lakes, and almost primitive forests.—*Albany Argus*, Aug. 13.

Lake Superior Railroad.

We learn from our St. Paul exchanges, says the *Railroad Gazette*, that the Common Council of that city have had under consideration the subject of granting aid to the Lake Superior Railroad Company, with a view to pushing the work on that road as fast as possible. The matter was referred to a committee of the Council, which reported in favor of the issuing of city bonds to the company to the amount of \$200,000, in installments of \$100,000—\$100,000 to be issued to the company upon the completion, with cars running, of twenty miles of road from that city by July 4th, 1868, and another \$100,000 on the completion of twenty miles more by July 5th, 1869, though if the work is completed before the dates named, the bonds will be issued. As a further consideration for this bonus, the company is required to complete the entire line of road—with the exception of twenty miles—within five years from the 4th of July, 1866; and as a guarantee for such completion, the company is required to deposit with certain parties, \$150,000 of their first mortgage bonds, for each \$100,000 of city bonds delivered to them.

Winona and St. Peter Railroad.

This road has been pushed with remarkable vigor of late, and has now reached Owatonna, about thirty-five miles west of Kasson. At Claremont a grain elevator has been commenced, which will have a capacity of 4,050 bushels. The lumber is being shipped for the building at the present time. A water tank is to be put up at the same place, immediately, containing two reservoirs.

At Owatonna a depot, 36 by 108, will be built, containing office, passenger and freight rooms. An elevator will be put up at the earliest practical date, having a capacity of 70,000 bushels; and a tank house, 18 by 36, containing two tanks. Bridges have been and are being built as fast as the road progresses. The bridge over the Zumbro, eight miles beyond Kasson, is completed, and some small bridges and one large one constructed a short distance east of Owatonna, and a bridge of considerable size about six miles west of Claremont.

In this early completion of the line to Owatonna, and prosecution of the work, the ability and energy of Superintendent DeGraff and H. C. Atkins, have been conspicuously displayed.—*Western R. R. Gazette*.

WESTERN RAILROAD GAZETTE.—We congratulate our friend Kellogg on the necessity that has compelled him to enlarge his very readable paper. We trust that with him this class of necessities will increase, while those of a less pleasant character may never visit his domicile.

Coal in California.

The *San Francisco Mercantile Gazette*, in its "Semi-Annual Mining Review," says:

COAL.—The present very considerable and the immense prospective demand for fuel in California, imparts to the question of its cheap supply a peculiar interest, both as a matter of public and domestic economy. To us nothing is more vitally important, since in its solution are involved so many considerations bearing upon our material prosperity. Upon this we shall be mainly dependent for the generation of that motive power that is hereafter to carry on our mining and manufacturing industries, sustain our commerce, and even, to great extent, our mechanical and agricultural pursuits, and, in short, all the great arts and interests of both war and peace. Being of such practical importance, it is not strange that this question of fuel supply should have attracted the attention of our capitalists and business men, a number of whom have lately become largely interested, as we understand, in the partially developed coal mines of Mount Diablo, and elsewhere upon this coast, with a view to pushing them, by a liberal application of capital, to such a point of productiveness as will meet and satisfactorily answer the entire home demand for coal. Should this project be carried out, it would no doubt result in advantage to the consumer and in pecuniary profit to the parties concerned. In the mean time the coal mines, both in this State and in Washington Territory, are turning out their ordinary supplies of a steadily improving quality of fuel which, recommended both by its excellence and cheapness, is growing in favor with all classes of consumers.

The Chicago and Rock Island Railroad Company have this day consolidated in accordance with the laws of Illinois and Iowa, and in pursuance of the written consent of a large majority of the stockholders, with the Chicago, Rock Island and Pacific Railroad Company of Iowa. The latter Company is the purchaser and owner of the Mississippi and Missouri Railroad, and of all the equipments, lands and all other property heretofore belonging to the Mississippi and Missouri Railroad Company. The name of the consolidated Company is "The Chicago, Rock Island and Pacific Railroad Company." No more certificates of the Chicago and Rock Island Railroad Company will be issued, but upon the surrender of the outstanding Chicago and Rock Island Certificates of stock, new certificates of stock of like amount of the consolidated Company will be issued and delivered to the parties making such surrender, or to such parties as it may be transferred to upon the books of the consolidated Company. We understand no delay will take place by reason of the consolidation, as the new Company are ready to issue certificates at once. The capital stock of the consolidated Company is only \$100,000 more than that of the Chicago and Rock Island Company, that being the amount of capital stock required to be issued by the Iowa Company, but the \$100,000 belongs to the Chicago and Rock Island Railroad Company, so that there really is no increase of stock.—*Herald*.

The Directors of the Kansas Branch of the Pacific Railroad have decided to put two hundred and forty miles more under immediate contract. Trains will run to Fort Riley in about three weeks. They began running to Manhattan on the 21st inst.

RAILROAD ITEMS.

Two new locomotives arrived at St. Paul on the 14th inst. for the St. Paul & Pacific Railroad.

The Louisville & Nashville Railroad is to be completed to Hickman by January 1st, 1867.

The Cedar Rapids & Missouri Road, the extension of the Air Line of the Northwestern, is open for business to Jefferson, twenty-nine miles west of Boone, on the Des Moines River. It is expected that fifty miles more, to Denniston, will be in operation before the first of November, leaving but about seventy-five miles to complete the line to the Missouri River.

Efforts are being made to complete the Memphis & Little Rock Railway from Memphis to Duvall's Bluff. Mr. R. C. Brinckley and Mr. W. Greenlaw, on behalf of the road, obtained subscriptions in Memphis to the amount of \$95,000.

MEMPHIS AND CAIRO RAILROAD.—The *Memphis Appeal* says the Mississippi River Railroad has been fully reorganized, and State aid to the amount of \$1,300,000 has been obtained, which secures its immediate construction. This road running through the river counties between Memphis and Cairo, will develop a region of unequalled fertility, besides furnishing practically an air line to the heart of the South for all the railroads of the North-west that converge at Cairo.

The officers of the road are: A. S. Mitchell, (U. S. Clerk); President; A. T. Lacey, (Lacey & McGee), Vice President; W. H. Cherry, (President, Merchants' National Bank), Treasurer, and Isaac Morrison, Secretary.

PETROLEUM IN THE SIERRA NEVADA.—The *Meadow Lake Sun* announces the singular discovery of petroleum on the line of the Pacific Railroad near the dividing line between California and Nevada. The oil oozes out from the crevices of the rocks in the shape of a gummy, oily excretion, which settles into the flat below and in pools among the grass. It can be smelled for quite a distance. Some has been taken to Virginia, and it is said to burn excellently. It is a chocolate-colored fluid, having a strong coal oil smell. If the report is reliable, it must be classed as a very valuable discovery, and, too, a very singular position for oil.

E. F. Drake has telegraphed from Philadelphia that he has purchased American iron sufficient to extend the Minnesota Valley road to Belle Plaine, and that the iron is to be immediately delivered. The company is now engaged in grading between Shakopee and the Plaine, and expect to reach the latter place the present season. The road will be completed from Mendota to St. Paul in a few days.

The work of rebuilding the branch road on the Atlantic & Gulf Railroad to Live Oak, on the Pensacola & Georgia Road, has been commenced, and the Quitman Banner is assured by Col. Sereven, the Superintendent of the road, that it will be carried through by the first of October. When completed, trains will run through from Savannah to St. Marks, Fla., in about twelve hours.

MONETARY AND COMMERCIAL.

The condition of general business has not been such as to create a very large demand for money. The prevalence of a violent epidemic throughout the country, especially in all of the larger cities, has had the effect of curtailing business and keeping buyers at home, selling out their old stocks, and making as few new engagements as possible. Further, there has been no prominent speculative feature in any leading article of merchandise or produce. Notwithstanding, there is daily reported an unseasonable closeness in the money market. The *Price Current* remarks that:

"The daily papers continue to report a continued close money market, and attribute it to a scarcity of currency, when in fact no such scarcity exists. There is an abundance of currency, but the demand for it, with but little exception, is, in the estimation of bankers, not a legitimate one, and therefore they refuse to lend. They regard all speculative operations just now extra hazardous, and consequently are not willing to be parties in them. This, then, is the cause of money being so scarce."

That there has been no serious contraction of currency on the part of the Government, is well known; therefore, there is as much currency in the country as ever. Many of the National banks being depositaries of public money, are forced to curtail their loan account, to enable them to meet the Government drafts. This process must, however, very soon produce its legitimate results in a return of the currency into the vaults of the banks. The disbursements, on account of the temporary loan on Tuesday, at the Depository in this city, was \$143,905.15. Of currency, the *Gazette* says that "It is being bought, to arrive from New York, but the demand from country bankers keeps up with the receipts, and balances remain low. The indications are, from the way orders are going from the West for currency, that the surplus of any kind of paper money in that market will not be burthensome after a week or two."

Gold has not materially changed since our last week's issue, even in the face of the advancing rates of 5 20s in Europe, as well as our own market. On this subject the *Price Current* remarks that "a strange state of affairs in financial matters now exists. Gold is at 148. Sterling exchange, 3 per cent. discount. Gold being transferred from London to New York, and vice versa. 5-20s up to a point in London equal to 106½ in our currency, and up to 114 in New York, therefore higher in New York than in London. All these indicate a singular distortion of financial affairs, which cannot long continue so."

The daily quotations of gold has been as follows:

	Opening.	Highest.	Lowest.	Closing.
August 23.....	150½	151	149½	150½
" 24.....	150½	15 ¾	148½	148½
" 25.....	147½	147½	147½	147½
" 27.....	146½	14½	145½	148½
" 28.....	148½	149½	148½	148½
" 29.....	148½	14¾	148½	148½

The supply of exchange continues to be in excess of the demand, and the market is correspondingly flat. The regular quotations are:

	Buying.	Selling.
New York.....	1-10@50 dis.	50 dis@par.
Philadelphia.....	1-10@50 dis.	50 dis@par.
Boston.....	1-10@50 dis.	50 dis@par.
Gold.....	148	149
Silver.....	134@136	137@138

In New York, says the *Tribune* of Tuesday:

Money on call is abundant at 4@5 per cent, but the borrower is in many cases expected to take National bank notes, which are plenty on the street, and cannot be had readily under ½ per cent. discount. In paper, little doing. Many buyers are disposed for the moment to keep funds idle, and wait the effect of moving the crops, expecting better rates.

Government stocks are again higher, and are steadily passing into the hands of investing parties. The old 5-20s sold at the First Board at 113½ and have passed the 6s of 1881, which are an undoubted 6 per cent. bond until maturity. At present the New York quotations admit of no profit upon sales in London. The new 5-20s sold at 109½, closing at 1 P. M. at 109, and 113½@113½ for old issue. The 10-40s sold at 103@103½, or ½@¾ premium ex-coupon of September proximo. The 7-30s were higher, and after the call 107@107½ was the rate for the First Series, and 106½@106½ for the others.

In State bonds and railway mortgages, no marked change. The market closed steady at quotations: Ohio and Mississippi, 29½@29½; Canton Company, 52½@52½; Boston Water Power, 31½@32½; Cumberland Preferred, 47½@47½; Quicksilver, 50½@50½; Mariposa Preferred, 26½@27½; Western Union Telegraph, 57½@58; New York Central, 103½@103½; Erie, 73½@73½; Hudson River, 118½@119; Reading, 115½@115½; Michigan Southern, 85½@85½; Illinois Central, 123@123½; Cleveland and Pittsburgh, 87½@87½; Cleveland and Toledo, 115½@116; Rock Island, 109½@110; North-Western, 37½@37½; North-Western Preferred, 68½@68½; Fort Wayne, 105½@105½.

Oxford Female College.

The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

For Circulars, please address the President,

REV. ROBERT D. MORRIS,
Oxford, Ohio.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.**WRIGHTSON & CO.****RAILROAD PRINTERS,**

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY**OIL LANDS,**

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be distributed
Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trouting brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks,.....	10,000
10- " Pianos, (Steinway's and Chickering's),.....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's),.....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches,.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches,.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	
	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " " 9.00	50 " " " 43.50		
20 " " " 17.50	100 " " " 85.00		
30 " " " 26.35			

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written, to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

CHEAP

OIL LANDS

IN

Eastern Kentucky.**40,000 ACRES**

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,**WM. MERCER,**

Cambridge, Ind.

R. B. MORE,Late Master Car Builder,
C.H.&D.&D.&M.R.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS**Cambridge, Ind.****REFERENCES.**

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
 J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
 J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
 L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
 J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
 J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
 [Aug. 2, th.]

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6½ " " 35 " " "			
3, 8 " " 11 " " 36 " " "			
4, 8 " " 9 " " 35 " " "			
5, 7½ " " 6½ " " 30 " " "			
6, 10 " " 8 " " 40 " " "			
7, 7½ " " 8 " " 35 " " "			

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. E. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

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Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

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H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

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H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Hecker, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

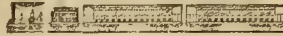
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:40 "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	4:40 A. M.
PHILADELPHIA.....	5:35 "	6:10 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y.
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

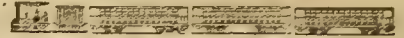
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburgh 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Much Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West, with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:45 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

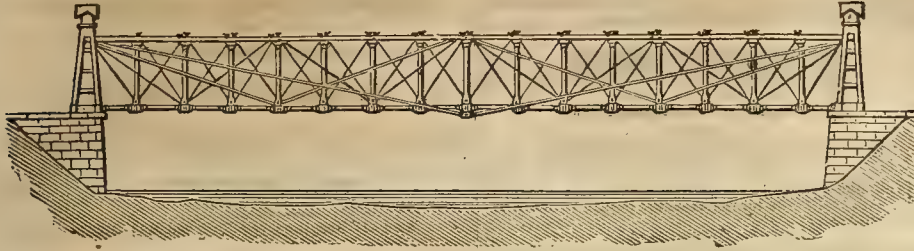
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURGH, PORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. J.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

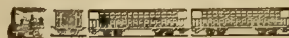
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES.

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JORN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR.,
CHAS. WHEELER, S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.55 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 6, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City...	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:40 P. M.	10:15 A. M.
Richmond Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....	6:45 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:15 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	10:50 P. M.
Louisville, St. Louis & Cairo Ex.	7:15 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:10 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:45 P. M.

Finances of the United States and Value of Bonds.

We have now arrived at a year and a quarter after the complete triumph of the Government over the Rebellion, and the settlement of the country on the basis of peace. After the operations of war ceased, the most important and most interesting question, by far, was—How shall we obtain a full settlement of our financial problems without disturbing the commercial relations of the country? These financial problems were stupendous. First: We had a National debt of nominally two thousand seven hundred and fifty millions of dollars, but really of three hundred millions greater than this; for, in the last year, we have had five hundred millions of revenue, and paid not less than three hundred millions on the current, floating debt. Had not that floating debt been paid in this way, out of the current resource, we should this day have had \$3,000,000,000 of debt, instead of less than \$2,700,000,000. In fact, we have reduced the debt we had in July, 1865, full \$3,000,000. We have done this by the very fact that we have five hundred millions of revenue per annum; and it is very easy to see that if we continue to have that income we shall pay off the entire debt within twenty years.

The immediate question before us in regard to the debt, is: Shall we continue to keep up the present rate of taxation? or, shall we reduce it and leave posterity to pay a large part of it? Before we consider this problem, let us turn to another and equally important, and, to this generation, probably more important one. Secondly—We closed the war with about eight hundred millions of currency nominally, for observe that two hundred millions of this were interest paying notes, not really in circulation. The nominal currency of the country was made up nearly in this way:

Greenbacks and Fractional.....	\$650,000,000
Interest-Bearing Notes.....	220,000,000
Bank Notes.....	130,000,000

At that time the National bank notes did not reach half their present amount. This currency was probably about \$300,000,000 greater than what we could very well do with. But because the country had got along before the war with two hundred and fifty millions, it was assumed that we could get along with it again. This was the theory of McCullough's speech at Fort Wayne, which stands now only as an evidence of the folly of rushing to sudden conclusions on financial questions. Mr. McCullough asserted that he could and would contract the currency and bring us speedily to specie payments, and that this was really the great end of his mission. Time has shown this to be a great mistake. No policy can be adopted in finances in opposition to facts and public opinion, without being either arrested in its course or have an injurious, if not destructive influence

on commerce. Mr. McCullough undertook to reduce the currency by withdrawing fifty millions of the interest notes. It was done, and the shock was so great to merchants and bankers that he immediately arrested his course, and has done very little in reducing the currency since, but is taking in, very gradually indeed, some of the greenbacks. This process, however, is almost imperceptible. The present state of the currency stands very nearly thus:

Greenbacks and Fractional.....	\$425,000,000
National Bank Notes	250,000,000
Compound Interest Notes.....	50,000,000

Total..... \$725,000,000

The last item is no doubt too small, but we shall soon have it precisely reported. We see that when we come to the currency of the people, that which is actually in use, the statement will stand nearly as follows: In July, 1865, Greenbacks, Bank Notes, etc., \$580,000,000; in September, 1866, \$625,000,000.

We may be mistaken in some of these details, but substantially, this is the state of the case. Disregard the compound interest notes, which are not in common circulation, and the volume of currency is as large today as in July, 1865. The theory of reducing the currency, or hurrying on specie payments at an early day has failed, and it could not have succeeded without a commercial shock which would have been felt among all ranks of people.

Does it follow that the currency ought not to be reduced? or specie payment be resumed? Not at all. But it does follow that we ought to have fixed principles in regard to currency, and let the practical reduction be governed by the commercial condition of the country. We hold that experience shows that we cannot get along easily in this country of thirty-five millions of people, whose business and commerce extends over a whole continent, with less than \$500,000,000 of currency. This is in fact no more in proportion to the business and population of the country than we had fifteen years ago; for the exchanges of the country, to say nothing of the greater distance over which many of them must be made, are nearly double. If this be so, we have not a very large amount of real currency to be reduced. If, of the greenbacks, fractional currency and National bank notes, we strike off one hundred millions, we shall find that the country will not bear a much greater reduction.

But another question is equally important: Shall this reduction be made entirely of greenbacks? and then, shall we have a permanent currency of greenbacks and National bank notes? What shall be our prominent and uniform currency? This is a very important problem, and it should be settled permanently. Here we may leave this part of the case, and turn to the problem of the debt.

If we leave things exactly as they are, we

shall pay off the whole National debt in fifty years. This seems astounding, but any one can make the calculation for himself. We have now an income of five hundred millions per annum, and it is likely to be increased rather than diminished. The more perfect workings of the machinery of the internal revenue department show a larger proportion of revenue collected. In the mean time the business and products of the country on which that revenue is collected, is increasing with great rapidity. Congress has made considerable reduction in the internal revenue, but in all probability these reductions will be fully balanced, from the causes we have mentioned. But let us assume the annual revenue at \$450,000,000—what are the payments? they are nearly thus:

Expenditures of Government of all kinds.....	\$100,000,000
Present Interest on Debt.....	160,000,000
Unascertained Contingencies.....	20,000,000
Total.....	\$280,000,000

This is assuming the soldiers' bounty, claims, pensions, etc., to be distributed through several years, as they will be; but put the total at \$300,000,000, and with a minimum revenue under the present system, we have at least \$150,000,000 per annum applicable to the public debt. Fifteen years, therefore, enables us to make a payment in the sum of total of *two thousand two hundred and fifty millions of dollars*. This, with the reductions of interest constantly going on, will more than pay the public debt in fifty years. Now, the real question before us is: Whether we are willing to do this? Whether we prefer to keep our taxes on and pay the debt, or whether we will leave the country mortgaged, or posterity to pay the debt? This is a question for each man to answer for himself, and on him we shall hereafter make some further observations and consider it in other lights.

Insurance Companies of New York.

From the Report of the Superintendent of the Insurance Department of the State of New York, we glean many interesting facts in regard to the standing of the joint stock Fire Insurance Companies of that State. Of the 109 companies of this class, the first, in point of capital and in the extent of its business, is the Home, with a capital of \$2,000,000 nett assets, including capital and scrip of \$2,435,016 96. This Company received in the past year for premiums, \$2,254,229 82. Its assets, however, amount to only 2.042 per cent. of its outstanding risks; it has paid out 72.65 per cent. of its receipts for losses.

The total amount of capital of all these companies, as stated in our last, is \$31,557,010, with total assets (including capital and scrip) \$35,572,558 68; their total receipts for premiums amount to \$19,620,068 09. Their assets amount, on the average, to 2.371

per cent. of their outstanding risks; the average of receipts paid out for losses is 71.31 per cent. These losses, however, have not by any means been equally distributed; some of the companies have seriously impaired their capital during the year, as will be seen by the following table; the amounts paid out during 1865 for dividends by these companies is inserted, that it may show how some of the impairment may be accounted for:

Name of Co.	Capital Stock.	% cent. of Impairment	Am't of Impairment	Paid for Dividends in 1865
Morris.....	\$ 500,000	37.37	\$186,828 05	.....
Market.....	200,000	28.89	57,779 84	\$27,000 00
Brevort.....	150,000	28.49	42,740 35	.....
Adriatic.....	300,000	25.41	76,224 73	.....
Hope.....	200,000	23.97	47,943 21	10,000 00
Columbia.....	500,000	21.62	108,066 42	.....
Central Park.....	150,000	17.62	26,422 68	.....
Cotton.....	200,000	15.81	31,676 97	.....
Resolute.....	200,000	15.73	31,659 12	17,000 00
North Western.....	150,000	15.78	23,663 34	8,055 34
Harmony.....	300,000	15.60	46,785 70	30,000 00
Imp's & Traders.....	200,000	15.59	31,171 66	12,000 00
Guardian.....	200,000	13.84	27,651 73	.....
Lenox.....	150,000	13.57	20,356 39	13,500 00
Albany City.....	200,000	12.55	25,094 04	.....
Sterling.....	200,000	11.04	22,085 15	.....
Corn Exchange.....	400,000	9.51	34,629 53	.....
Beckman.....	200,000	9.47	18,948 24	18,122 50
Indemnity.....	150,000	7.89	11,823 12	7,500 00
St. Nicholas.....	150,000	7.40	11,097 50	.....
Clinton.....	250,000	7.28	12,207 33	25,000 00
Grocers.....	200,000	6.91	13,823 80	10,000 00
Exchange.....	150,000	6.45	9,675 77	.....
Relief.....	200,000	5.91	11,830 02	24,000 00
Tradesman's.....	150,000	4.78	7,165 54	7,775 75
Etna of N. Y.....	200,000	3.97	7,945 17	7,000 00
Park.....	200,000	2.84	5,682 65	.....
Irving.....	200,000	2.21	4,425 57	19,812 50
Globe.....	200,000	2.06	4,124 99	20,000 00
Washington.....	400,000	1.98	7,933 52	56,000 00
Mech. & Traders.....	200,000	1.13	2,267 17	21,954 00
Fireman's Fund.....	150,000	0.65	975 61	.....
Gallatin.....	150,000	0.16	244 75	9,445 78
Phoenix.....	1,000,000	0.13	1,312 47	75,000 00
Knickerbocker.....	200,000	0.05	135 99	28,000 00

This impairment is obtained by comparing the losses paid with the premiums received, and charging re-insurance at 50 per cent. of the premium received on fire risks, and 100 per cent. on marine and inland risks.

The practice of paying dividends that have not been earned, or that cannot be paid out of the nett earnings, cannot be too earnestly condemned. It may bolster up the stock for awhile, on the market, but it saps the very foundation of the business of insurance, by depriving the insured of that security pledged to them for the payment of losses that may occur, and by impairing their confidence in the integrity of the officers directing the affairs of these companies.

Many of the companies have been compelled to make assessments on their stockholders to meet the very deficiencies thus incurred.

The total amount of impairment in the capitals of these thirty-five companies amounts to the large sum of \$981,861 72. Most of this money has gone into the hands of people in different parts of the country for the payment of losses, and thus, in the eyes of the statesman and political economist, is not lost to the nation; but if this process of

impairment is to continue, a few years will force into dissolution so many companies that rates of premium will rise inordinately, and thus the people at large will ultimately lose more than they are gaining by the present low rates.

The only remedy for this state of things is premiums sufficiently high to allow fair compensation to capital for its hazards and protection, and the gradual accumulation of a sufficient surplus fund for re-insurance and extraordinary contingencies. To this end, and to prevent the present ruinous competition, we would recommend a general convention of underwriters to adopt a general uniform and sufficiently remunerative tariff.

The list of mutual insurance companies is steadily declining; there are now but eleven of this nature doing business within the State; five others are winding up their affairs preliminary to a dissolution and discontinuance of business.

G. W.

Louisville & Frankfort and Lexington & Frankfort Railroads.

SUPERINTENDENT'S REPORT.

The earnings of the joint roads for the year terminating July 1, 1866, are as follows:

Passenger.....	\$ 54,232 21	
United States Troops.....	20,469 95	
		\$374,492 16
Freights.....	\$151,191 41	
United States Stores.....	14,116 26	
		165,307 67
Express.....	\$11,338 88	
Telegraph.....	1,036 45	
United States Mail.....	9,400 00	
Miscellaneous.....	1,326 53	
		23,001 86
Operating Expenses.....	\$493,636 14	
Less decrease of Materials.....	10,119 24	
		393,586 90
		\$169,214 79
Improvement Account.....	\$38,745 90	
Louisville & Cincinnati Branch R. R. 13,326 49		
		52,072 39
Balance paid to individual Companies.....		\$117,142 40

The passenger earnings have increased 23.4 per cent., as compared with the previous year, and are largely in excess of those of any year prior thereto; but the total receipts are 7.6 less than those of last year, because of the large decrease in receipts from the transportation of Government troops and stores.

The freighting business continues extremely light, with small variations from the previous year. There was 25 per cent. less tonnage moved than in either of the two years preceding the war. This is accounted for by the comparative failure of the small grain crops, and the almost entire abandonment of hemp raising, and by the further fact that the disordered condition of the labor system caused farmers to put their farms in grass. The farmers are again cultivating the usual quantity of land, and the manufacturers of hemp are preparing to resume business. We can confidently look for increased freight earnings hereafter.

The rebuilding of the locomotive Scott, destroyed by explosion, and the rebuilding of two large embankments and culverts, washed away by the floods of last year, have increased very considerably the operating expense account. All kinds of wages and materials consumed by the road continue

nearly as high as during the war. The expenses, consequently, cannot be reduced in proportion to the diminution of receipts.

Within the last two years ten of the fourteen locomotives now owned by the company have either been replaced by new ones, or have had their boilers renewed and otherwise thoroughly overhauled, placing the stock in condition to be maintained at materially reduced expense.

An average amount of repairs and renewals only have been made in the cars; but, as the work is executed almost wholly by hand, the expenditures are heavy for the service rendered by the cars. The absence of machinery is especially felt while labor is dear. Provision should be made as soon as practicable for a car-shop, supplied with the requisite machinery, both to facilitate work and reduce the expenses of the renewals and repairs.

During the year track from Gilman's to Louisville—five miles—and several of the switch tracks around the depot, have been relaid with new chairs, ties and ballasted. \$13,277 43 have been expended in quarrying, breaking, and distributing ballast during the year, of which \$5,000 have been charged to improvement account.

The following items have been consumed in the repairs and renewal of iron, ties, chairs and spikes: 356 tons of re-rolled and repaired iron, 23,223 cross-ties, 2,265 chairs, and 22,200 pounds of spikes.

\$38,745 90 have been charged to improvement account. The improvement at Midway was rendered necessary by the burning by guerrillas of the old station buildings. \$2,000, about the currency value of the original investment, was charged to the current repairs, and the balance was debited to this account. As the company had never expended any thing for station buildings at Hobbs' and Christiansburg, it was thought proper to debit improvement account with the outlay for these purposes.

The building of a house for the use of the repair force near Lexington was rendered necessary because of our inability either to find boarding or houses for rent at reasonable rates.

The amount charged for ballast was expended in ballasting the first five miles from Louisville, in relaying that portion of the track. The locomotive Franklin was rebuilt for roadway purposes; and, as it added one to the number on hand, it was properly chargeable to this account. No expenditures will probably be required for any of these purposes the ensuing year. The expenses incurred in the survey of the Cincinnati Branch has been paid out of current earnings, and charged to profit and loss. The arrangements made for securing wood previous to the close of the war will be terminated during this year, when it is believed some reduction can be made in the cost of fuel. As cross ties can not be had along the line of the road in sufficient numbers, they are necessarily taxed with the additional cost of handling and other expenses.

The track, roadway and machinery have never been in such good condition as at the present time, and will compare favorably with that of most western roads.

The road has not been entirely free from casualties, but the trains have been run with great regularity. The officers and agents have generally been diligent in the discharge of their duties, and faithful to the interests of the company.

The total number of miles run by the passenger trains was 145,692; by freight trains, 69,384; and distributing trains, 24,550, making a total of 239,626. Number of passenger cars, 13; baggage, 5; freight, 149; construction cars, 71; total, 238 cars. Number of locomotives, 14.

There are seven bridges on this road, between Louisville and Lexington, varying from 40 feet to 503 feet in length; the total length of bridges being 938½ feet.

The number of tons of freight carried East was 29,165; carried West, 22,277. The total number of passengers carried East was 175,568; carried West, 166,947.

BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1866.

Debit to amount of Material on hand July 1, 1865, viz:	
Material Machine-shop.....	\$18,951 84
Material Car-shop.....	7,391 56
Material Roadway.....	32,803 27
Wood and Coal.....	51,573 32
Oil and Waste.....	703 64
	\$111,423 63
To amount of Bills during the year.....	334,179 24
To amount of Pay rolls during the year.....	211,480 05
Total.....	\$557,082 92

Credit by Expenditures in the following departments, viz:	
Conducting Transportation.....	\$ 66,349 38
Motive Power.....	104,618 38
Maintenance of Way.....	157,169 47
Maintenance of Cars.....	52,584 76
General Expense.....	22,974 15
Improvement Account.....	38,745 90
Louisville & Cincinnati Branch Railroad.....	13,326 49
Material on hand July 1, 1866, viz:	
Material Machine-shop.....	\$13,742 35
Material Car-shop.....	4,977 54
Material Roadway.....	18,814 08
Wood and Coal.....	62,744 53
Oil and Waste.....	1,035 89
	\$101,314 39
Total.....	\$557,082 92

Chairman Executive Committee—W. A. DUDLEY.

Executive Committee—*Louisville & Frankfort Railroad*—E. D. HOBBS, J. F. SPEED, C. N. WARREN, R. C. HEWETT, T. T. SHREVE, J. W. KALFUS.

Executive Committee—*Lexington & Frankfort Railroad*—W. A. DUDLEY, M. C. JOHNSON.

Superintendent—SAMUEL GILL.

Auditor—WM. MAHL.

Treasurer—W. H. BEYNSROTH.

General Freight and Ticket Agent—HENRY STEFFEE.

Mines on the Mariposa Estate.

NEW YORK, August 3, 1866.

President and Directors of the Mariposa Company—Gentlemen: In obedience to the instructions received from the Executive Committee of the Mariposa Company, I left this city on the 21st of March last, and arrived at the estate on the 13th of April following. During my stay, which was in all about two and a half months, I spent my time in visiting and examining the mines and mills belonging to the company, and in posting myself up as to the financial condition and the past and present management of the property.

Having but just returned, I am able to give you but a brief report, so I will confine myself to a general statement of the present condition and past working of the mines, simply to show you that the "Mariposa Estate" is an extremely valuable property, and capable of being made to yield, under wise and economical management, sufficient of the "precious metal" to enrich your company, and to warrant you in immediately appropriating funds for the further development of its vast resources.

My first duty on arriving on the property was to visit the mines that were opened and being worked. The "Mariposa Mine," at the southern end of the grant, was the first visited. This mine has been extensively worked during the past three years, and has yielded a large amount of ore; but it is now in that condition that it can no longer be made to pay a profit until more funds are expended in "dead work." About \$20,000, it is estimated, will bring up this mine to a paying condition. I have the assurance of some of the best quartz experts in California that this is as yet a virgin vein; and, judging from the fact that it can be traced for miles by its outcroppings, I consider this an undoubted fact.

The old "Princeton Mine," that has been worked for the past eight years, and has yielded its millions, has a fruitful future. In every instance where shafts have been sunk immense quantities of pay rock have been taken out, and a large profit realized upon the outlay. It has recently been commenced, and is at present being worked on the south-east slope, and the rock from this portion of the vein yields about \$8 and \$10 per ton. At an expense of \$6 20 the vein has been surveyed for three miles in a southeasterly direction, and there is not a particle of reason to doubt but that this undeveloped portion of the mine, by sinking down on the vein, will yield as rich and as large a supply of ore to the foot as that part already worked out; the character of the outcropping is the same, and the vein is apparently as true as nature ever formed. The average yield of this rock from this mine for 22 months was \$22 60 per ton. With a fair outlay of money the product can be brought up to its former average.

The "Pine Tree" and "Josephine Mines," at the north end of the grant, are the best developed mines on the estate; sufficient pay rock can be produced, without any additional outlay, to furnish the Benton Mills, containing 64 stamps, for months to come. By running another tunnel about 1,500 feet under the present level, a plan that has often been proposed to you and strongly urged, you will develop a mine that will be equaled by none in the country. The present working level is some 500 feet below the surface; above the level, rock has yielded from \$8 to \$15; the floor of the tunnel is composed of rock, paying from \$20 to \$30 per ton, and the vein here is from 8 to 10 feet wide; this proves that the ore increases in value as you go down, and is a strong argument in favor of running the lower tunnel. The foregoing facts are derived from the result of close observation and from information given me by practical miners who have lived upon the estate for years, and are perfectly familiar with all its workings.

Beside the four great mines above mentioned, there are a number that have been opened and worked in a small way; these can be made to pay handsomely with the aid of capital.

There are 150 stamps in good working order upon the estate, capable of crushing 250 tons of rock per day; the mills are all furnished with machinery for the saving of gold, still the gold is not saved. A fortune is lost every year, not only here, but it is the case of many other mines in the State, owing to imperfect machinery. During my visit, a new process of crushing and amalgamating was introduced at the Benton mills, and the test, made under my personal observation, shows

that this machinery has an immense advantage over the old process of gold saving.

The rock is crushed dry by the run of rollers instead of stamps, and it is ground into impalpable powder in drums containing chilled musket balls; superheated steam is introduced into the amalgamator, and by this means the gold is entirely separated from sulphurets and mineral oils, so that it readily amalgamates with the mercury. The copper shaking pan, for collecting the metal used with this machinery, is a complete affair, and so arranged that it is impossible for any of the gold to escape. The test made as mentioned above, was of rock from the "Pine Tree" made and yielded 71 per cent, more than by the stamps and battery process. Afterward a quantity of rock from the "Josephine," a mine that had been condemned on account of the inability of the machinery at Benton mills to save enough ore to pay running expenses, was put through this process, and yielded \$28 per ton. These are trustworthy facts and figures, and the expectations of Messrs. Hall & Brumagin, the gentlemen who put up and worked the machinery, were more than realized. From what I have witnessed, I have no hesitation in recommending the introduction of this new machinery, generally upon the estate, and particularly at the Benton mills, where the ore that is worked contains so much float gold and sulphurets. The cost for material and erecting mill will not exceed, I judge, \$6,000 for each set of machinery to work nine (9) tons per day, and the running expenses will be from $\frac{1}{4}$ to $\frac{1}{2}$ less than by the present process.

The tailings at the different mills upon the grant amount, at a fair estimate, to 100,000 tons; they have heretofore been considered of too little value to attempt to work them with hope of a profit; but tests made during my visit show that a grand mistake has been made, and these neglected sands can be worked at a very small expense and produce a larger yield than the present average of the rock from the mines. Thirteen tons of the tailings from the Bear Valley mill, ground in Knox steam bottom pans, with the introduction of certain chemicals unknown to me, yielded \$15 25 per ton. Since I left, I have been informed that the yield has increased to \$18 per ton. The Princeton tailings, by a test made by Hall & Brumagin in their machinery, gave \$10 per ton. According to these figures, you have in sight over \$1,000,000 that can be realized at a cost of less than one-half that amount.

To furnish you with a complete statement of the financial condition of the property, and the plans that have suggested themselves to me for a more economical management, requires me to enter into minute details to be understood, therefore I shall make them subjects for a future report.

Respectfully, your obedient servant,
WM. T. BOURNE.

The Philadelphia and Baltimore Central Railroad.

Mr. J. M. Hood, the engineer on this road, has made a report of the various routes surveyed south of the Susquehanna River, and lays down the following as the most practicable, and of which he says:

"We crossed the river and ran into the mouth of Deer Creek. This crossing we found to be very favorable as a bridge site, and particularly desirable, as it enabled us to quit the river and commence at once a long and easy ascent of the Summit ridge, or

divide between the waters of Deer Creek and Bush River."

The report then describes several other routes, one south of Belair, and another by the way of Waters' Mill; but on all difficulties were encountered which caused the abandonment of each of these lines. The report then proceeds:

"So the route settled upon, and the only feasible one the country will afford, leaves the Deer Creek summit, and crossing Bynum's Run at Moore's Mill, passes about one-third of a mile to the north of Belair, where it strikes the head of Stony Branch, which is followed to Archer's Dam, on Winter's Run. The run can here be crossed by trestle work fifty-five feet high and five hundred feet long, on a straight line and level grade, which is very favorable for the locality. There are other crossings lower down the stream—one at the Ring Factory, and another near Whitaker's Mill, but neither of them are approachable, which fixes the location at Archer's."

The report describes very minutely some other routes, but they were found impracticable, on account of high grades, deep gorges, etc., and all of them abandoned, back to Winter's Run; and the report proceeds:

"As the general direction of the ridge itself was good, I next determined on a summit line to Stockton. This was found well suited for the purposes of a location, and is altogether the most favorable that could be had. The line then proceeds in the direction of Kellville, passing about half a mile to the left of Jerusalem Mills, and crosses the falls about midway between Franklinville and Jericho Factories. The bridge at this point will be fifty-seven feet high and four hundred feet long. The line then bears gradually to the right, and following a branch heading near Kingsville, crosses the summit between the two Gunpowders, at that point where it is broken by two large branches elbowing in the direction of each other, on opposite sides. The road then takes a course almost in a direct line to Stemmer's Run, and strikes the Great Gunpowder at a bridging point near the mouth of Broad Run. At this crossing high trestle work is required, which will be about five hundred feet long. The line then passes to White Marsh Run, which it crosses at Fenby's Mill, and passes a little to the left of the burnt dwelling of Mrs. Ridgely, on the White Marsh farm, when it curves slightly to the right and crosses the Philadelphia and Baltimore Turnpike, passes through Buck's Gap, to its intersection with the Philadelphia, Wilmington and Baltimore Railroad, at a point near Stemmer's Run Station, and about eight miles from the city of Baltimore."

By this route, the distance from the Susquehanna River to the intersection with Wilmington Road, near Stemmer's Run, is thirty-five miles. The report is able and satisfactory, besides being very interesting to the people along the line of said road.—*Belair (Md.) Elys.*

Freight by the River Colorado.

We have often written on the subject of the transportation of freight by the sea and the Colorado River, for the supply of sections north of the head of navigation, and distant therefrom, and have shown its disadvantages. Transportation by the river is always uncertain, and at the best entails a tedious delay, while overland it is regular and with dispatch. We see a letter from Northern Arizona, which complains of the great delay in getting

freight up the river. It says several parties have been waiting weeks and months for freight shipped three or four months ago. The writer thinks that if good boats and plenty of them were used, freight could be received at Fort Mohave in from forty to sixty days from San Francisco. He also says there are now thousands of tons of freight at the mouth of the river, awaiting transportation, and that steamers are tied up to the banks, waiting for the river to fall so that they can stem the current. We do not see, under such circumstances, what advantage the river route has over the land route—in fact it shows very disadvantageously in comparison. Last year the people of Salt Lake conceived the idea of opening trade by the Colorado to San Francisco, and established the town of Callville at the head of navigation on the river as their depot, and made a wagon road to that point. The distance is about four hundred miles to Salt Lake, being about the same as from this city to Salt Lake. The question of advantage then is, which is the best point to receive goods at—Callville or Austin. Goods are received at this city in from twelve to twenty days from San Francisco, and at rates of from six to twelve cents per pound; while to Callville requires several months, at a cost of freight of about five cents, to which must be added interest, heavy insurance and damage, making the cost far exceed that by this route. The railroad is rapidly extending itself towards the center of the continent, and as it approaches the city, gives it superior chances of trade. Not now even can the citizens of Salt Lake trade profitably by Callville, if any of them trade by Austin, and the time is not distant when even the places near the head of navigation on the Colorado will receive their supplies and carry on their trade *via* this city. A year or two ago, there was much talk about opening a road from here to the Colorado in order to get our supplies from San Francisco by that way, and several exploring expeditions went out and a company was chartered for the purpose. We scouted the idea, and time and experience have proven the correctness of our opinion. The Colorado may answer as a channel of trade to points on its banks, or to Central Arizona, but never to Nevada or Utah. It is difficult to navigate, is owned and controlled by a selfish and exacting monopoly, called the Colorado Steam Navigation Company, and has its mouth far to the south of the point that it is desired to reach. This is a day of railroads, and not the time to seek as difficult a route of navigation as the Colorado affords.—*Reese River Reveille, July 7.*

The Great Forth Bridge.

This bridge has been designed for the purpose of enabling the North British Railway to cross the Firth of Forth between Blackness and Charleston, about fourteen miles west of Edinburgh. On account of the peculiar nature of the bottom, however, before the bridge-works are commenced, an experimental pier will be constructed, which is to be built on a raft as a foundation. This raft, which was launched on June 14 inst., at Burntisland, consists of a mass of parallel logs of Memel timber, bolted together on a series of cross-beams. It is 80 feet by 60 feet, and 7 feet thick, and its superficial area is 4800 feet. The bottom on which this raft will be placed is of silt, which has been bored to the depth of 120 feet. The idea is, that by giving this broad platform or

rest to the structure, a secure foundation may be obtained even on that slimy bottom, and on the success of the first pier, so founded, the hopes of the bridge may be said to rest. The raft is intended to be towed to the site of the proposed pier and the building carried on within a caisson, of which the bottom line is already laid upon the raft. Outside the caisson are eight cylinders to be loaded with iron when the raft is sunk. The caisson is trapped with apertures, which will enable the divers to get below the raft for filling up or otherwise perfecting the foundation. The building will be carried upwards from the raft to 12 feet above high water-level, and the depth being 40 feet, this will give 52 feet of brick-work from the surface of the raft. The greatest diameter of the masonry will be 50 feet, declining to 27 feet, and the thickness 7 feet, the outline resembling the figure 8. The mooring of the raft will be effected by two barges of 700 tons burthen, fitted inside as dwellings for the workmen, and the decks being a platform for materials. After the raft is moored, the masonry will be proceeded with, and as the work goes on and the platform settles down, the walls of the caisson will be carried up, so as to keep out of the water. When the silt is reached by the gradual depression of the raft, the cylinders will be loaded with 10,000 tons of pig iron, about $2\frac{1}{2}$ times the ultimate weight of the bridge upon the pier, so as to press the foundation into the silt, and also to secure a perfectly horizontal position. When the iron load has effected its purpose, the cylinders will be emptied and removed. The Forth bridge, which is designed by Mr. Thomas Bouch, C. E., Edinburgh, and is estimated to cost about half a million, will, should it be carried out, be $2\frac{1}{2}$ miles long. It will be a lattice girder bridge, resting on 61 piers, and with four spans of 500 feet each, which will be 125 feet above high water-level in the centre. Each of the four girders will weigh 1170 tons, about 592 tons less than the tubes of the Britannia bridge, though the span is 40 feet greater. The depth of the girders will be 64 feet and the width 18 feet. The height of the bridge from foundation to top of girder will be 212 feet. It is not intended to proceed with any further preparation for the bridge until the success of the experimental pier be fully ascertained.—*London Mech. Mag.*

From the Mississippi to the Ocean—Pennsylvania Central Railroad.

While on the through line from Pittsburg to Philadelphia, on yesterday morning, we met Col. Thomas A. Scott, Vice President of the Pennsylvania Central Railroad, and accepting his invitation to a seat in the special car of the directors of that great company, gathered from him the particulars of a very interesting trip from which he was just returning. On the morning of the 12th inst. Col. Scott, accompanied by Edward Miller, Esq., the well known civil engineer of this city; Mr. Seifert, of the firm of Seifert & Co., Reading; General W. J. Palmer, Secretary of the Union Pacific Railroad, and a number of others, left Philadelphia for St. Louis in the very car in which we were seated, and after a pleasant journey, without changing their conveyance, reached that city on the 14th instant, at seven o'clock in the morning, a distance of exactly one thousand miles. After spending four days there on business of the Union Pacific Railroad, in which all the gentlemen named are officially or pecuniarily interested, they left St. Louis Friday last at 5 o'clock P. M., and

reached West Philadelphia yesterday at fifteen minutes after one o'clock. Here, at a glance we have an evidence of the wonderful progress in railroading, and a promise of the still more wonderful future in that and all kindred and dependent enterprises. This is the first time the same passenger car has started from Philadelphia and reached St. Louis over the narrow gauge, and the perfect success with which this trip can now be made as well from Philadelphia as from Jersey City, by way of the New Jersey Central Railroad, via Harrisburg, establishes the fact that the narrow gauge may now be regarded as the ruling gauge in the railway system of the United States. At the last session of Congress the President was authorized to specify the gauge which should connect the Eastern with the Western Pacific Railroads. In view of the fact that all the great lines of this country, with one or two exceptions, early adopted and have continued the use of the narrow gauge, he designated the prevailing system. We have no doubt that Congress will, at an early day, pass a law to the same effect. The advantage and necessity of some such regulation need no argument. During the rebellion the fact that the Southern railroads were all of one width contributed greatly to the celerity with which the rebels transported their armies and military stores.

The Eastern Division of the Union Pacific Railroad, of which Colonel Scott is one of the Directors, has adopted the narrow gauge, and stimulated by the favorable legislation of the last Congress, is pushing its line forward with astonishing energy and ability. We shall have more to say on this interesting question.—[Philadelphia Press.

The Use of Highways by Railroad Companies

The decisions are contradictory in regard to the right of a railway company to lay its track along a common highway, without making additional compensation to land-owners adjoining such highway, and who, in the country, commonly own to the middle of the highway. In some of the early cases, upon this subject, it seems to have been considered, that, under such circumstances, the land-owners were entitled to additional compensation, when the land was converted from a common carriage-way to a railway (3 Hill (N. Y.) R. 567). A distinction is taken between the property of adjoining land-owners in the highway or streets in cities, and in the country. In the former it has been held that the fee of the streets is under the control of the municipal authorities, and that it is no perversion of the legitimate use of the streets, to allow a railway company to lay their track upon them, (*Plant vs. Hudson River Railway*, 10 Barb. 26; 8 Dana, 289; 15 B. Monr. 404). In *Williamson vs. New York Central Railway*, 18 Barb. 222, 246, the court says: "A railroad is only an improved highway, and the use of a street, by a railway, is one of the modes of enjoining a public easement. But in general the adjoining owner of land to a highway, is entitled to additional compensation, where it is put to a different and more dangerous use. And towns have an interest in highways and bridges, which will enable them to maintain an action upon the case for their obstruction or destruction, and the conversion of the materials, (*Troy vs. Cheshire Railway*, 3 Foster, 83). But the town is not liable to pay damages assessed, by the select men, laying out a highway, at the request of a railway company, made necessary to supply

the place of one taken by the company for their track, (*Ellis vs. Swanzy*, 6 Foster, 266). In general it may be stated as the settled doctrine of most of the States, that the owner of land, bounded upon a highway, owns to the centre of the way, (*Buck vs. Squires*, 22 Vt. R. 484, 495). But the owner of the fee of land, over which a highway passes, cannot maintain a bill in equity, to enforce an order of commissioners, as to the manner of constructing a railway, where it crosses the highway, but the same should be brought by the principal executive officers of the town or city, (*Brainerd vs. Conn. River Railway* 7 Cush. 566). The court says: "It is only when the owner suffers some special damage, differing in kind from that which is common to others, that a personal remedy accrues to him, and certainly no rule of law rests on a wiser or more sound policy." Were it otherwise, suits might be multiplied to an indefinite extent, so as to create a public evil, in many cases, much greater than that which was sought to be redressed. The only plausible ground which can be taken is that which was assumed in the case of *The Presbyterian Society in Waterloo vs. The Auburn and Rochester Railroad Co.*, 3 Hill (N. Y.) R. 567, that to convert a highway into a railway track is no material change in, or enlargement of, that to which it was originally dedicated; that the construction of a railway along a highway is simply one of the modes of accomplishing the object of the original dedication, viz: that of creating a thoroughfare and passage-way for the public; in short, that the railway is a species of highway, and that the two uses are substantially identical.

If the rule of estimating damages, according to the money value of the land taken, were adopted, there would be more reason in saying the public would hereby acquire the right to use it for any purpose of a road, which any future improvement might suggest. And this is the view which seems very extensively to prevail in this country. (*Redf. on Railways*.) It was long since settled that the land-owner was not entitled to any additional damage, by reason of any alteration in the construction of the highway. And the same rule has now pretty extensively been extended to improvements in erecting railways along the streets and highways. These questions depend much upon the terms of the charter of the railway company. And as it is confessedly competent for the legislature to require railways, in laying their track along the highways, to make compensation to the adjoining land-owners, for any increased detriment, or to be liable for any consequential damage, and as it is assuredly just and equitable to do so, it seems desirable it should be done. And in those States and countries where such enterprises have become so far matured as to have assumed the form of a settled system, it more commonly is done. And where it is not, it may be regarded as the result of oversight in the Legislature. It was held that a railway is liable to pay damages for crossing a turnpike company's road, notwithstanding the Legislature gave the right. Injunctions in equity have been denied, when applied for, to restrain railways from occupying the streets of cities and towns with their track, by consent of the municipal authorities. But in the well considered case of *Nicholson vs. New York and New Haven Railway*, 22 Conn. R. 74, it was held, that were a railway company, in carrying their road through the streets of the city of New Haven, found it necessary to carry one of the streets over the

railway, upon a high bridge, with large embankments at each end, the plaintiff owning the land upon both sides of the street, and no compensation being assessed to him, he might recover of the company in an action of trespass, for any appreciable incidental damages occasioned by thus constructing their road, and the consequent alteration of the highway or streets. And as the company, in thus constructing their road, acted under the authority of the Legislature, they were *prima facie*, not to be regarded as trespassers, but that where they caused any appreciable damage to the land owners along the line of the road, they were liable in this form of action. The court in this case, Hinman J., assumed the distinct ground, that the railway, by lying their track upon the plaintiff's land, which was before subject to the servitude of the highway, or street, would become liable "for such entry" upon the land. "In such case," says the learned judge, "the subjecting the plaintiff's property to an additional servitude, is an infringement of his right to it, and is, therefore, an injury and damage to him. It would be a taking of the property of the plaintiff, without first making compensation."

In the case of the *Commonwealth vs. E. & N. R. R.* 27 Penn. R. 330, it was held that the Legislature might authorize the construction of a railway on a street, or public highway, and the inconvenience thereby incurred by the citizens, must be born for the sake of the public good. But where this is claimed by construction and inference, all doubts are to be solved against the company. And where by the act of incorporation of a municipality it was provided, that the "streets, lanes, and alleys thereof," should forever be, and remain highways, it was held that the municipal authorities could not authorize the construction of a railway thereon. But where the State conveys to a city, the title of common, reserved in the grant of the township for a "common pasture," subject to the easement of the lot holders, of common of pasturage, it was held that the city might lawfully grant a portion of the same to a railway for the purpose of constructing their road.—*R. R. Journ.*

About Joining Dover and Calais.

The daily papers are giving importance to schemes for more closely uniting the railway systems of England and the Continent. The often-talked-of tunnel scheme between Dover and Calais has been endorsed by Mr. Hawkshaw—certainly an engineering authority, who has a well-founded reputation for practical talent. But he estimates the time for executing a tunnel at twenty years, and the cost at twenty millions sterling. Mr. John Fowler, the rival nearest the throne of Mr. Hawkshaw, has a cheaper plan. He adheres to the idea of his youthful days, when scheming to cross the Humber, and has designed steam ferry-boats of gigantic size, to be accommodated in docks specially built for the purpose, on either side of the Straits. On each of these ferry-boats a whole train is to be accommodated, and passengers are to be secure from seasickness. The cost is estimated at two millions and a half—say five; and before finance companies came to grief there would have been no difficulty, as far as money went. As it is, unless a Government subsidy can be obtained, we suspect that for ten years the intercontinental passengers must endure the miseries of the sea for one hundred minutes. We confess that, looking

at the traffic, as far as passengers are concerned, we see nothing to justify the expense of a tunnel. Doubtless the passenger traffic, and it is still insignificant. As to merchandise, there is a stronger case. To be able to receive trains from Marseilles, Berlin, Vienna, Trieste, Genoa, and all the intermediate manufacturing centers—to load cattle in Galicia or Hungary, and deliver them in London, is a grand idea; but Mr. Fowler's scheme would do nothing for it. Will France and England each agree to pay half a million a year for twenty years for the tunnel? If they will, the scheme will certainly be launched by the financial strength of the coast railways; for the amalgamation of the Brighton with the Dover lines, is only a matter of time and a little change in the governing powers.—*London Journal of Gas Lighting*, July 10.

Bazin, the Inventor—Peris of a Submarine Explorer.

A Paris correspondent writes as follows: "The Emperor has been almost exclusively occupied in the investigations of all new inventions tending to facilitate the science of navigation and the mastery of the seas. An engineer of Angiers—Ernest Bazin—has claimed a large share of his Majesty's attention of late, and has been induced to establish himself in Paris, in order to be more immediately within reach of observation. The invention which has attracted the special attention of scientific men is the 'Observatoire Bazin,' which enables the navigator to examine the depths of the ocean, to question the very bosom of the waters, and gather its produce and collect the waifs and strays of shipwrecked vessels, to ascertain the position and value of the cargo, or the identity of the corpses remaining on board, with the most infallible precision. The means employed by M. Bazin is simply a system of electric light of such tremendous power of projection that it is possible to read and write at a depth of fifty meters below the surface of the water. The courage required to make those experiments which alone could insure success, entitles M. Bazin to the highest praise. During the progress of the invention, the electric wire communicating with the bell suddenly broke while the inventor was at the bottom of the sea. The invention possesses no respiring tube corresponding with the external atmosphere, as in the old system of the diving-bell. The 'Observatoire Bazin' is confined in a kind of casing hermetically closed, which, before being let down, is filled with the quantity of air estimated as necessary for the respiration during an hour and a half for each individual. Fortunately the inventor had given orders to be informed when the Superintendent of the Port of L'Orient (where the experiment took place) should arrive on board the vessel whence the 'Observatoire' had been launched. The officer arrived just within seven minutes of the time when the total exhaustion of the air contained in the casing would have struck with a frightful agony and death, the bold inventor of the apparatus. No answer being returned to the summons from above, an accident was immediately suspected. Another 'Observatoire' was then lowered, and Bazin was discovered writing, by his electric light, a few hurried lines indicative of his last wishes with regard to the disposition of his property! He was rescued from his perilous position just in time. In a few minutes more all succor would have been too late. When drawn up

to the surface, his first thought was of rewarding the pupil by whose presence of mind he had been saved from this dreadful death; but the young man, refusing all pecuniary recompense, begged for the few lines written under the trying circumstances as the only compensation he coveted. They were gladly bestowed, as one may imagine; and are now preserved amongst the greatest treasures possessed by the pupil, who has become one of the first engineers of the day."—*American Artisan*.

THE LAKE SUPERIOR COPPER MINING INTEREST.—The record of operations in copper stocks during the last few weeks, as published in our stock report, can hardly have failed to attract general attention. It indicates a degree of activity which has not had a recent parallel. The speculative fever, which not long ago afflicted certain land companies, seems to have attacked the coppers, and the daily sales of certain stocks show startling aggregates. We are inclined to regard this movement, somewhat feverish though it be, as a not altogether unhealthy symptom. It evidences that capitalists are coming to a just appreciation of the mineral wealth of the Lake Superior region, and that money which has sought investment heretofore in the gossamer schemes known as "fancy" stocks, which abound in our market, is being diverted to more tangible and sensible objects.

No man who has enjoyed fair opportunities of judging, can doubt the existence in the Lake Superior country of immense deposits of copper and other valuable minerals; and common sense teaches that money can be made in working them. But the bane of copper mining has been the organization of "fancies"—companies which have no substantial basis, and are projected solely for the purposes of speculation. The fate of many of these enterprises has brought copper stocks into disrepute—the good suffering with the bad. Present appearances justify the hope that a better understanding of the merits of copper mining may be arrived at, and that mines which have a solid value will attract the confidence and investments of monied men.—*Boston Bulletin*, August 11.

Dayton Short line Railroad.

This enterprise is being pushed forward with an energy which promises to work wonders. All along the line meetings are being held, and great interest is manifested by the people, who are liberally subscribing to the stock of the road. A meeting for the purpose of advancing the interests of the Short Line Road was held in Middletown last week, Tuesday evening, an account of which we take from the *Journal*, of that place, as follows:

The Short Line Railroad meeting held at Leiber's Hall, Tuesday night, was well attended. Judging from the number of business men and capitalists present, a lively interest is felt in the construction of this road. Mr. Hodder, President of the Cincinnati & Mackinaw Railroad, addressed the meeting. He explained the objects and aims of the company, their probable connections, cost of construction, the amount of business it will do when completed, and the plan adopted by the company to procure the necessary means. Already 85 per cent. of the capital stock is taken, leaving a balance of 15 per cent., or \$500,000, not yet provided for. The company proposes that this amount be taken by persons

living along the line, that not one cent of this amount shall be paid in until the cars run from Cincinnati to Dayton.

At the conclusion of the address, the Journal says, a meeting was organized by the appointment of Joseph Sutphin to the Chair, and C. F. Gunckel, Secretary. The following persons were appointed a committee to solicit subscriptions: Jacob Leibe, Joseph Sutphin, C. F. Gunckel, P. P. La Tourrette, Wm. Moore, J. G. Clark, J. H. Cunningham and Elias Webb.

By this road the distance between Middletown and Cincinnati is shortened by about seven miles, which is quite an item. The road runs through a county under a high state of cultivation, and for productiveness cannot be excelled in the valley. Already capitalists of Cincinnati are purchasing land along this route upon which to erect residences.

The Dayton Journal says:

It is asserted that a strong effort is being made by capitalists east of the Cincinnati & Dayton turnpike to have the road run on that side, and they offer large contributions of stock, for the purpose. Among other offers, we note that the society of Shakers have agreed to donate \$45,000 to the road, if this change shall be made.

RAILROAD ITEMS.

NEW BESSEMER STEEL WORKS.—The new Bessemer steel works of Winslow, Griswold & Hooley, at Troy, N. Y., are nearly completed. They will make fifty tons per day. Their present works make seven tons per day, and have fully answered their purpose of testing the question whether steel of good quality can be made here, with profit. The new works show that the proprietors are confident as to the results. They make tires without welds; and we look to them for ingots to make boiler cylinders without welds, and without the injury caused by bending plates while cold.—*American Artisan.*

The Toledo, Ann Arbor & Saginaw Railroad was completed by the election of the following gentlemen as officers; D. L. Latourette, of Trenton, President; C. M. Richmond, of Ann Arbor, Secretary and Treasurer; D. L. Latourette, M. T. Thurber, J. J. Littlefield, J. B. Galt and O. H. Richmond, Directors. When built this road, in connection with the Dayton & Michigan and the C., H. & D. Railroads, will form a very direct and practical road from Cincinnati to the great lumber region around Saginaw, and will be a straight line link to connect us with the great thorough route to the Lake Superior country and the Pacific, by the Northern route.

The progress being made in the construction of railroads to the Pacific, is really refreshing. They are at work in good earnest. The Union Pacific is already completed to Ft. Kearney, a distance of 200 miles west from Omaha, and the road is to be completed to the forks of the North and South Platte, another 100 miles, by the first of January.

The Kansas Branch of the Pacific Railroad is also making good progress, although not so rapid as the other. The road is finished to Fort Riley, and the Directors are putting a large section of the road under contract. Cincinnati is deeply interested in this Branch, as it will feed more directly to the roads leading to this city than will the other.

MONETARY AND COMMERCIAL.

The abatement of the epidemic in our midst has had a favorable influence on trade, and business generally, wears a cheerful aspect. There are still a few scattered cases of cholera, but nearly all are traceable to imprudence in eating or otherwise. Indeed, during the entire season of the terrible scourge, we believe this to have been mainly the case. It matters not whether the party was imprudent in getting drunk and sleeping in the open air, or in a draft, or in eating a few berries and milk, or any other less simple imprudence, the result was the same—a well marked case of cholera. The liability to this is, however, now materially lessened; although we would still, as above, recommend prudence, yet we deem it perfectly safe for strangers to visit us freely. All our merchants are looking forward to a very heavy fall trade, and have made corresponding preparations.

The money market has not materially changed since our last. Discounting is reported more active, with a close market and firm rates. The balances of the country banks are reported low, and a large portion of the loans by bankers are for renewals, indicating difficulty of making collections, that money is scarce in the country, and will continue so until the crops begin to move to the seaboard.

The rates of exchange are now governed by the cost of transporting currency to and from New York; as the supply is in excess of the demand, rates are dull and the market heavy. The usual buying price being from 50c. to 1-10 per cent. discount, selling price, par. The usual quotations are:

	Buying.	Selling.
New York.....	50 dis.	par.
Philadelphia.....	50 dis.	par.
Boston.....	50 dis.	par.
Gold.....	145	146
Silver.....	132@134	135@136

The New York gold market has been weak, and rates have fallen from 3 to 4 per cent. This is the natural result of the advance of our Government securities in Europe. The fluctuations of the New York market has been as follows:

	Opening.	Highest.	Lowest.	Closing
August 30.....	148	148½	147½	147½
" 31.....	147½	147½	147½	147½
September 1.....	147½	147½	145½	145½
" 3.....	145	145½	145	145½
" 4.....	145½	146½	145½	146½
" 5.....	146½	146½	146½	146½

Of the New York money and stock market, the *Tribune* of Tuesday says:

The recent advance has attracted a large amount of securities here for sale, and the market is very firm under the circumstances. In State bonds and railway mortgages a small business. Bank shares are firm. The coal stocks are lower and weak. The railway share market is dull and lower, and, at the reduced quotations, buyers do not appear in force. Money is offered by speculators in great profusion, but the absence of invest-

ment values in share property is so apparent that there are no operators bold enough to buy them at anything like quotations. After the call prices were no better, and business was moderate.

At the Second Board the market was exceedingly dull, and after the call there was nothing done, with the exception of Erie, which, on the improved quotations in London, sold in small lots at 73½. The market closed dull and heavy at quotations: New York Central, 102½@102½; Erie, 72½@72½; Hudson River, 118@119; Reading, 112½@112½; Michigan Central, 110½@111; Michigan Southern, 83½@83½; Illinois Central, 123½@123½; Cleveland and Pittsburgh, 86@86½; Cleveland and Toledo, 115; Rock Island, 109@109½; North-Western, 35½@35½; North-Western Preferred, 66½@66½; Fort Wayne, 103½@103½; Ohio and Mississippi Certificates, 29@29½; Canton, 52½@53; Cumberland Coal, 46½@47; Quicksilver, 49½@50.

Oxford Female College.

The Thirteenth Year begins September 1st. In addition to thorough instruction in the Regular Course, the Modern Languages, Drawing, Painting and Music, are taught by French and German gentlemen, Professors, resident in the College. Prof. Karl Merz is an accomplished Composer and Teacher, and our Music is put in competition with that of any other in the country. This College is a Public Institution, and was founded to give young ladies a thorough education at a moderate cost. The buildings and grounds were prepared expressly for educational purposes, and are not often surpassed. The College has always been remarkably healthy.

For Circulars, please address the President,

REV. ROBERT D. MORRIS,
Oxford, Ohio.

THE

STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Car Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

WRIGHTSON & CO.

RAILROAD PRINTERS,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

A FORTUNE IN ONE DAY!! GREAT EXCITEMENT! \$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be distributed
Gratis to the Holders
of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and bay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	
	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,

At the Everett Assembly Rooms, New York,
At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written, to

J. J. ADAMS,
Manager and Agent,
61 Nassau St., N. Y.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON,

WM. MERCER,
Cambridge, Ind.R. B. MORE,
Late Master Car Builder,
C.H.&D.&M.E.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug. 2, 11.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs, For Freight & Passenger Cars, Tenders, Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " "	35 " "
3, 8 " " 11 " "	35 " "
4, 8 " " 9 " "	35 " "
5, 7 1/2 " " 6 1/2 " "	30 " "
6, 10 " " 8 " "	40 " "
7, 7 1/2 " " 8 " "	35 " "

PHILIP S. JUSTICE, President.
No. 14 N. Fifth St., Philadelphia.
No. 42 Cliff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY
Night instead of Saturday Night.

P. W. STRADER,
General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.
This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,
167 Walnut St., Cincinnati.

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Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

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T. C. Spooner, General Freight Agent, 66 W. Third St.
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James E. Shields, General Agent, No. 77 W. Third St.
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N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

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A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
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H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

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Covington and Lexington.

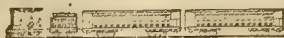
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:14 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:15 "	6:30 "
AKRON.....	8:32 "	9: 0 "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:09 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

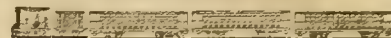
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

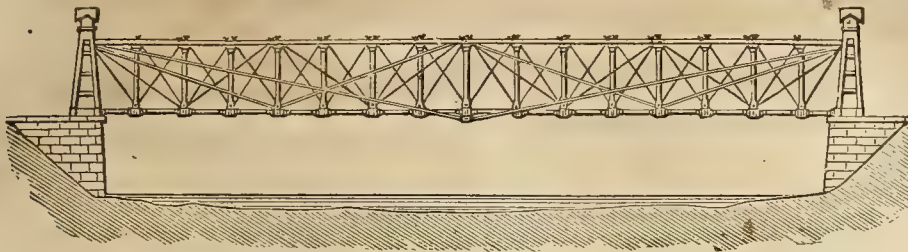
Sleeping Cars by this train for St. Louis and Chicago.

Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.
F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings, every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

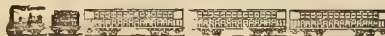
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double ply with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellair, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

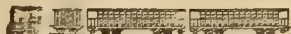
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 34 inches in diameter, and branches for same, &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., HY. G. MORRIS.
CHAS. WHEELER, S. F. M. TASKER

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
J. WRIGHTSON, } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 13, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:30 P. M.
Eastern Express.....	7:00 A. M.	4:30 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:25 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:55 A. M.
Marietta and Parkersburg Mail..... 8:25 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:25 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:40 A. M.
Loveland Accommodation..... 5:45 P. M. 7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 P. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....	6:00 P. M.	6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:35 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

Military Transportation in the War—Railroading and Bridge Building.

The late war was remarkable for many things; it was itself a wonder. But, never did the Railroad system come out in such an extraordinary light, as then. The whole strategy and tactics of Turenne, Malborough, Wellington and Napoleon would have been thrown into the shade, and made worthless, beside the movements of our armies in the late rebellion. Armies were moved over thousands of miles, in less time than Napoleon could have moved an hundred. Nothing but the Railroad system enabled the Government to put down the rebellion. The English critics thought we could not possibly conquer, on account of the *great extent of the country*. This criticism was just; and notwithstanding the march of Sherman's army through three States, we could not have conquered the country without Railroads; because we could not concentrate on points necessary to be taken in time, and the enemy could close in behind the armies and reoccupy the country at any time. Railroads enabled us not only to traverse a great extent of country; but to concentrate rapidly on points to be attacked, and to return and harass any part of the country occupied. A remarkable instance of this occurred in the movement of the 23d Army Corps (General Schofield). Having fought the memorable battle of Franklin, which was a great victory (although followed for prudential reasons by a retreat), and returned to Nashville, where it again fought in the battle of Nashville, it was transported to the Atlantic to engage in the operations round Wilmington. It was in the midst of winter—cold and wet. Yet, the 23d Army Corps, 15,000 men, was transported 1,000 miles to Alexandria on the Potomac, in *eleven days*. In one word, let us suppose one of the Corps of Napoleon's Army transported from France to the middle of Russia, in eleven days, and you will have what was done in this war. This could only be done by steam of course, and could only be done by the aid of rails. We have before us a complete set of the Secretary of War's Reports—a monument to the energy and ability of Mr. Stanton, which is greater, and will survive any monument of marble—in which are detailed some extraordinary examples of railroad making and bridge building. Gen. Cox, (Governor) stated to me, that he thought the railroad-making was the most extraordinary thing he saw in the war, that, in Sherman's march on Atlanta, and through Georgia, the railroads which the enemy had destroyed, and our engineers had to rebuild was never more (that is rebuilt) than six miles behind them. The Bridge over the Chattahoochee river, six miles from Atlanta, which was 740 feet long and 90 feet high was rebuilt, by the Construction Corps (600 men), in *four and a half days*. One of the most interesting examples of

Engineering applied to Transportation, is that of PONTON BRIDGES. These were never used in our country prior to this war; but, were well known to Military Engineers. The construction and use of pontoons is a part of the Education of Military Engineers. We shall notice them here, because we think there are many cases, in which pontoons might be advantageously used by railroad companies. Often, railroad bridges are temporarily destroyed, and the passengers are ferried over small streams, and the baggage carried at great inconvenience. A pontoon bridge might be prepared, and kept at points more than 100 miles apart; and all small streams easily passed, when bridges fail.

The report of Major Mendell, of the Engineer Corps, gives a list of many pontoon bridges made for the Army of the Potomac in Virginia. He says:

"The services rendered by this branch of the Engineer Department, were indispensable to the success of the Army. Without these transportable bridges, the army could not have moved through the country, intersected with numerous rivers, wide and deep, and oftentimes with rapid currents, as well as ebb and flood tides. The material of this branch of our service is modelled from the French wooden trains and the Russian canvas trains. These trains, particularly those with light canvas boats, have during this war, for the first time been proved advantageous and efficient, and adapted to our country. They have been very generally used, by the armies in the West and South, as well as in the armies in the East."

This officer gives a list of *thirty-eight Pontoon Bridges* built, having *six thousand four hundred and fifty-eight feet*, of aggregate length. They varied in length from 50 to 420 feet. The longest were built over the Rapidan and the Rappahannock.

In May, 1865, the Bridge was rebuilt over the Rappahannock at Fredericksburg. The entire length of this bridge was 1,396 feet; width including side-walks, 31 feet; width of carriage way, 19½ feet; number of buoys, 18; width of buoys, 69 to 78 feet; height of piers at low water, 20 feet. This bridge would bear 90,000 pounds.

But the work of bridging and road making in Virginia, was much inferior to that in Sherman's army. The following table will give an idea of that.

CAMPAIGNING.	Pontoons built in feet.	Trestle Bridging, feet.	Corduroy made, miles.	Roads surveyed and mapped, miles.
Atlanta Campaign.....	3,500	3,330	100	980
Savannah Campaign.....	3,460	1,760	60	1,700
Goldsbrough Campaign.....	7,720	4,000	400	2,500
March to Washington.....	3,000	....	20	1,600
Total in feet.....	17,680	9,030	580	....
Total in miles.....	3.35	1.7	580	6,780

This was an extraordinary work. An array of quick work is given in the passage of the Roanoke, on the march of the army to Washington. The army arrived at the ferry over the Roanoke on May 3d, the Pontoon Corps being in advance. This river is seven hundred and forty feet wide, at the point where the army crossed, and the depth of water from five to ten feet. The pontoon train contained only 580 feet of bridging; but they found four large wooden boats on the river, which were rigged up, with centre pieces and trestles, and the bridge was ready for crossing at *eight o'clock next morning*, after a hard night's work. This was certainly rapid work, even when there was a large force to do it.

We might give numerous examples of what may be paradoxically called—military civil engineering. The work done, and the examples left for other generations by this work, can not be too highly estimated. A new lesson has been given in the Art of War; and not only that, but many new devices, inventions, and arrangements in the art of building bridges, and other structures have been brought out, which will hereafter be found to have improved and advanced the art of civil as well as Military Engineering. The history of the late war will have to be written in several distinct parts to give a true history; and the Memoirs of the Engineer Corps in the Army ought to be written separately. It would be both interesting and useful. We could read, if time would permit, all the reports and documents of the War Department, with the interest of a novel; and before the men of the war, or even the country itself can be displayed in their true light, these reports must be read carefully and digested, by fair and discriminating minds.

ARTISTIC GEM.—Some time ago we received a large photograph of the Cast Steel Works of FRIED. KRUPP, Essen, Rhenish Prussia, (perhaps the largest factory in the world,) which has been much admired for the great scope of the view, the beauty and evenness of its *tone*, and its general elegance as a work of art. This picture is about eight feet long by nearly two feet high. To-day, we were highly gratified at receiving from Thos. Prosser & Son, of New York, the American representatives of the European House, a miniature of the above, seven and one-half inches long by one and one-fourth inches high. It is one of the most perfect gems of the photographic art that we have ever seen; it gives a full and necessarily a correct view of this mammoth establishment, covering as it does, 450 acres, 50 of which are under roof. Some idea of the extent of these works may be formed when we know that there were in 1865, employed 8,187 workmen, besides about 2,000 more at the mines belonging to the establishment. There are 400 furnaces for melting, heating and puddling, and 160 steam engines,

with a representative horse power of 5,863; 42 steam hammers from 50 tons down, with one in course of erection of 125 tons, the bed plate of which will weigh 500 tons in one single casting, and the foundation on which it is laid is 90 feet deep. The last-named hammer with the appurtenances belonging to it, is estimated to cost \$875,000. There are also within the Works twelve miles of railway track, upon which 4 locomotives and 100 cars are constantly used in transporting material, and it requires over 1,000 tons of coal per day to feed the furnaces.

The steel manufactures of Mr. Krupp are well known throughout the civilized world, and the railroad man who is not familiar with his wares has yet much to learn.

Annual Meeting of the Chamber of Commerce.

The regular annual election of the Chamber of Commerce was held in the hall of the Merchants' Exchange yesterday afternoon.

The regular report of the Board of Officers, the Treasurer, and the Superintendent, were read, and three thousand copies ordered to be printed. The Treasurer's report shows a balance of \$17,322 in the Treasury, being an increase of \$5,000 over the balance a year ago. The election of officers to serve the ensuing year, resulted as follows:

President.—S. C. Newton.

Vice Presidents.—E. W. Cunningham, M. W. Stone, Oliver Perin, W. H. Gilpen, Wm. Henry Davis, Sam. J. Hale.

Treasurer.—Wm. Shaffer.

Secretary.—John A. Gano.

Railways in France.

At Paris, the Ministry of Public Works has issued a return respecting the French Railways, which shows that the total length worked on the 30th June last, was 13,662 kilometres (8,359 miles), which was 455 more than at the corresponding date of 1865. The receipts of the different lines in the first six months of the present and last year were as follows:

OLD NETWORK,			
Names of Railways.	Six months of 1866.	Six months of 1865.	
	francs.	francs.	francs.
Northern.....	37,199,479	25,101,511	
Eastern.....	26,344,314	24,489,572	
Western.....	26,589,035	24,713,541	
Orleans.....	39,646,200	35,140,400	
Lyons and Mediterranean.....	75,035,012	68,689,039	
Southern.....	16,186,291	15,261,290	
Centrale (round Paris).....	1,445,388	1,175,151	
Graissessac to Beziers.....		385,773	
Bessegs to Alais.....	917,502	951,624	
Anzin to Somain.....	298,206	294,694	
Carmaux to Albi.....		104,457	
La Croix-Rousse to Sathonay.....	69,644	68,859	
	223,731,071	206,375,931	

NEW NETWORK.			
Names of Railways.	Six months of 1866.	Six months of 1865.	
	francs.	francs.	francs.
Northern.....	1,951,904	1,210,055	
Eastern.....	20,013,263	17,541,072	
Western.....	7,332,654	5,436,720	
Orleans.....	9,680,396	8,701,706	
Lyons and Mediterranean.....	17,037,230	16,451,762	
Southern.....	3,726,029	2,317,924	
Victor Emanuel.....	926,835	813,169	
	60,668,211	52,472,495	

The total receipts for the six months of 1866 were 284,399,282 francs, and for those of 1865, 258,848,356 francs, showing an increase of 25,550,926 francs, equal to about \$5,110,000 gold. The lines are separated into old and new network, because on the latter the Government guarantee interest, while on the former there is no guaranty.

ATLANTIC & GREAT WESTERN RAILWAY.—This route is rapidly coming into public favor as a through route between the East and West. Although we have ever believed that the narrow gauge was the most economical and profitable to the constructors, that is a question with which the traveling public has no concern, yet there is no denying the fact that the Broad Gauge does admit of a comfort in the construction of their rolling stock that cannot be obtained on the narrow track, and travelers are beginning to learn and appreciate this fact. We observe that a large share of through travel passes over this route.

New York Canals.

During the year 1865 the breaks imposed upon the canal tolls, State of N. Y. a charge of over \$1,000,000. Thus the revenue was greatly diminished in both 1865 and 1866. The following statement of the fiscal condition of the state works is from the *Albany Evening Journal*, and makes it unnecessary for the Comptroller to levy the tax of \$960,000, imposed by the legislature this year, to pay the interest on the enlargement debt. The surplus revenues are sufficient:

The appropriations for the repairs and maintenance of the canals, including the repairs of breaks and allowances for claims, were in 1865.....\$1,958,065
Same in 1866.....\$1,453,000

Appropriations less in 1866.....\$505,065

The appropriations for 1866 will not be overdrawn unless some disaster shall befall the canals before the 1st day of October next.

The gross tolls for the current fiscal year ending on the 30th of September next, estimating those for the fourth week in August, will be.....\$4,187,731
The gross tolls for 1865 were.....\$3,516,948

Gain in 1866 over 1865.....\$670,783
Thus showing a favorable result of \$1,175,848 to the canal revenue in the increase of receipts and in the reduction of expenditures.

The surplus over repair expenditures will be very nearly.....\$2,734,731

To be appropriated as follows:

To Sinking Fund, Sec. 1, Art. 7.....\$1,700,000
To General Fund Debt Sinking Fund.....350,000
To Sinking Fund Sec. 3, Art. 7.....584,731

\$2,734,731

Industrial Statistics of Massachusetts.

In Massachusetts the Secretary of State has just published an abstract of the industrial statistics of the commonwealth. The first report published in 1838 exhibited an annual amount of industrial products of eighty-six millions of dollars. In 1845 it had

increased to one hundred and twenty-five millions. In 1855 it had reached the sum of two hundred and ninety-five millions, and is now augmented to five hundred and seventeen million dollars. Thus the last decade exhibits an increase of seventy two per cent., while the population during the same period increased only three per cent. The inflation of the paper money period, and the excessive and unhealthy activity which it has stimulated, have had much to do with this result. And here we find a compensatory advantage to counterbalance in part the numberless evils of an irredeemable and over-abundant currency.

The aggregate manufacturing values of the counties are as follows:

Barnstable.....	\$6,090,022	Hampshire.....	\$13,143,957
Berkshire.....	24,954,498	Middlesex.....	23,102,422
Bristol.....	55,038,314	Nantucket.....	281,265
Dukes.....	545,310	Norfolk.....	36,771,397
Essex.....	81,107,924	Plymouth.....	17,632,246
Franklin.....	7,738,522	Suffolk.....	86,349,174
Hampden.....	28,016,816	Worcester.....	76,271,724

The predominance of Suffolk comes from the large amount of clothing manufactured, \$15,186,183, added to the value of coastwise freights, \$9,242,643.

The following is a comparison of some of the leading articles:

1865.		1855.	
Value.	Capital.	Value.	Capital.
Cotton....	\$54,466,881	\$33,293,986	\$26,140,538
Calico and Delaine, 25,258,703	4,222,000	5,213,000	1,980,000
Woolen....	48,430,671	14,775,830	12,505,574
Clothing....	17,743,894	4,634,440	9,061,896
Paper....	9,008,521	3,785,300	4,141,847
Rd, sheet iron and nails....	8,830,502	2,827,300	6,572,816
Printing & n'wsp'rs....	5,358,148	1,119,400	1,356,318
Clothing....	17,743,894	4,634,440	9,061,896
Tanning & currying, 15,821,712	4,994,933	10,934,416	4,152,426
Boots and shoes....	52,915,243	10,067,474	37,489,923
Whale fishery....	6,618,670	5,789,862	7,666,966
Mac'rel & cod fish'ry	4,832,218	3,757,761	2,829,640
Horses, oxen & cows....	19,154,790	.....	15,423,521
Hay.....	13,195,279	.....	8,702,307

New Steamship Line between New York and Northern Europe.

The American-Scandinavian-Russian steamship line, of the Emigrant Aid and Homestead Company, has just been put into operation and one of its steamships, the Ottawa, which left Copenhagen on the 15th of August, is expected to arrive here in a day or two. The company has two other vessels—the Witenhage and the Medway. All were built on the Clyde, and are of twenty-five hundred tons measurement, and their engines are of one thousand horse power. The Witenhage sailed for this port on the 1st day of September, and the Medway is expected to start on the 2d of October.

The European ports at which these vessels touch, or with which they communicate, are Southampton in England; Christiana in Norway; Gottenborg in Sweden, and Copenhagen in Denmark. The last named is the port of destination. Other vessels will run between Copenhagen and Stettin, Dantzic and Konisberg in Prussia, and Riga and St. Petersburg in Russia. The plan of the company embraces the furnishing of land here to emigrants, who, being from Northern Europe, are mainly agriculturists.

The Morris & Essex Railroad has been extended to Eaton, Pa.

LOUISVILLE & FRANKFORT AND LEXINGTON & FRANKFORT RAILROADS,

Condensed Statement of Operations for the Year ending June 30, 1866.

EARNINGS.

FROM	PASSENGER.	FREIGHT.	TOTAL.	
Pas'ng'r—Ordinary	\$354,422 21			Number of passengers carried..... 342,515
U. S. Gov't	20,069 95			Number of passengers carried one mile... 8,799,782
			\$374,492 16	Number of miles run by passenger trains... 137,054
Freight—Ordinary		\$151,101 41		Average number of miles traveled by each passenger..... 25.60
U. S. Gov't		14,116 26		Earnings per ordinary passenger carried one mile..... 4.03 cents
			165,307 67	Earnings per mile run by passenger trains... 273.24 "
Express.....			11,338 88	Number of tons of freight hauled..... 50,626
Telegraph.....			1,036 45	Number of tons of freight hauled one mile... 2,590,909
U. S. Mail.....			9,400 00	Number of miles run by freight trains.... 62,178
Miscellaneous.....			1,226 53	Earnings per ton of freight hauled one mile, 6.38 cents
				Earnings per mile run by freight trains.... 265 86 "
Total.....	\$374,492 16	\$165,307 67	\$562,801 69	Total earnings per train mile..... 289.49 "

EXPENDITURES.

	PASSENGER.	FREIGHT.	TOTAL.	COST PER REVENUE TRAIN MILE.			COST CAR'R'S ONE MILE.	
				PASSENGER.	FREIGHT.	TOTAL.	One Pas- senger.	One ton of Freight.
Conducting Transportation.....	\$33,037 37	\$33,312 31	\$66,349 38	CENTS. 24.15	CENTS. 63.57	CENTS. 33.30	.37	1.29
Motive Power.....	65,113 85	39,504 53	104,618 38	47.50	63.52	55.51	.74	1.52
Maintenance of Way.....	108,640 40	48,529 07	157,169 47	79.26	78.04	78.69	1.23	1.87
Maintenance of Cars.....	25,896 42	26,688 34	52,584 76	18.87	42.95	26.40	.39	1.03
General Expense.....	16,094 31	6,879 84	22,974 15	11.74	11.06	11.52	.19	.26
Improvement Account.....	\$38,745 90							
Louisville & Cin. Branch R.R. 13,326 49								
			52,072 39					
	\$248,782 05	\$154,914 09	\$455,768 53	181.52	249.14	202 62	2.82	5.97
Cost of engineering and firing per mile run.....	7.50 cts.							
Cost of watching and cleaning, " ".....	1.52 "							
Cost of oil, waste, and tallow, " ".....	1.48 "							
Cost of repairs, per mile run.....	14.55 "							
Cost of wood, " ".....	14.60 "							
Cost of water supply, per mile run.....	1.15 "							
Total.....	40.80 cts.							
Number of miles run by passenger cars.....	528,002							
Number of miles run by freight cars.....	758,566							
Proportion of operating expenses to earnings... 72 per ct.								
Proportion of total expenses to earnings..... 81 "								
Number of miles run by locomotives.....	239,636							
Number of gallons oil used.....	1,791 1/2							
Number of pounds waste used.....	2,124							
Number of cords wood used.....	6,992 1/2							
Number of miles run to pint of oil.....	36 8-10							
Number of miles run to cord of wood.....	34 2-10							
Cost of passenger car repairs, per mile run.....	4.16 cts.							
Cost of passenger car repairs, per passenger carried one mile.....	.95 "							
Cost of freight car repairs, per mile run.....	3.22 "							
Cost of freight car repairs, per ton of freight hauled one mile.....	.93 "							

Dubuque & Sioux City Railroad

Work on the northern branch of the Dubuque & Sioux City Railroad is to be commenced at once from Waverly to the Minnesota line, but whether to follow the Cedar, the Little Cedar, Floyd Creek, or Shell Rock Valleys, remains to be determined. Engineers are already in the field surveying the different routes and obtaining all the information they can in regard to the expense of building and operating the road, and the business that will be given the road when finished. Public meetings are being held in the principal towns, and subscriptions are made up rapidly. Charles City has already pledged \$25,000, and Nashua \$15,000. But the citizens along the line of this road are not the only people interested in its construction. Dubuque and Chicago would reap an untold harvest from this garden valley.—*West R. R. Gaz.*

SURVEYING—The *Denver Gazette* of the 15th inst., says the surveying party of the Omaha branch of the U. P. Railroad, under Capt. P. T. Brown, broke camp the day before, and started across the Platte, to continue the survey to the mountains. The Berthoud Pass will be the first examined, and if the season will permit, Boulder Pass will also be visited. The survey roster consists of twelve men with an escort of thirty soldiers. Another surveying party from the Omaha branch of the U. P. Railroad, are out north in the direction of the Cheyenne Pass, under command of chief surveyor Evans.

Hon. Erastus Corning.

We are glad to learn that Hon. Erastus Corning, for so many years President of the N. Y. C. R. R., and widely interested in the railroad interests of this country, especially in the North West, is now convalescent. He has been very ill at Sharon Springs, so that serious fears were entertained; he has, however, sufficiently recovered to be removed to his home in Albany. It is to be hoped that he may yet live many years, and by his wisdom and ripe experience, be enabled to guide to perfect success the many public enterprises with which his vast means and enlarged views have so intimately associated him.

The survey of the proposed railroad from Schenectady through the North woods is progressing. A route has been engineered from a point near the junction of the Schenectady and Saratoga with the New York Central Railroad, on the western side of the Mohawk River, at Schenectady, through the towns of Glenville, Charlton, Galway and Providence, to a point on the Sacandaga River, in Northampton, near the Fish House, and from thence up said river to the village of Wells, in the County of Hamilton. The distance already made is about forty miles. From Wells the route will continue up the Sacandaga, passing within two or three miles of the head of Lake Pleasant.

Cedar Rapids & Missouri River Railroad.

This enterprising line, our readers will be pleased to learn, is progressing very rapidly, having already been completed to New Jefferson, the county seat of Greene county, a distance of thirty miles west of Boone, to which point the road will be put in operation in a few days. Several miles of track has been put down beyond New Jefferson, but it is probable that no portion of it will be operated before the road reaches Dennison, the county seat of Crawford county, and eighty miles west of Boone.

Our readers can hardly be aware of the beautiful scenery and country through which the road is now passing, particularly the Des Moines Valley, which surpasses in picturesque splendor, anything which can be found in the West. After leaving Boone, you pass over a descending grade, a distance of some six miles, for the most part a succession of reverse curves and numerous bridges of different dimensions, all of which span streams of no inconsiderable importance, and follow the natural line marked out by nature between the high and beautifully wooded bluffs, the whole affording a trip which for pleasure and enjoyment to the lover of the weird and sublimely grand works of nature, cannot be found elsewhere in the whole State.

The magnificent bridge which spans the Des Moines river is one of the most substantial, and in every respect permanent ones ever built west of the Mississippi river. It is 850 feet in length, and the track bed of the road is 40 feet above low water mark; the whole structure resting on stone abutments which will stand the test of time for ages.

Between the Des Moines river and the present terminus of the track at Coon river there are no less than 69 bridges which in the construction consumed over half a million feet of lumber, a greater portion of which was shipped from Chicago, a distance of 380 miles, and in addition to which over 30,000 lineal feet of piling has been driven, and when the large amount of iron also required is taken into consideration, our readers can form some idea of the expense and magnitude of this great enterprise, now being pushed forward with such vigor. It is said that over 100 teams and about 300 men are employed in building and carrying forward the terminal rails, while over 3,000 men are employed on the entire work.—*Tama County Union*.

Labor in Massachusetts.

In no part of our country, perhaps, is the great increase in facilities of production compared with the increase in population so marked as in Massachusetts. With a population of 1,133,123, the value of the industrial products of the State, during the past year, amounted to \$517,000,000. During the last ten years its population has increased three per cent, while the increase in industrial products has been seventy-two per cent.

The following statistics are from a volume just issued by the Secretary of the Commonwealth.

"The production of cotton articles employs 23,678 hands; of woolen goods, 18,433; of clothing, 24,728; of boots and shoes, 55,160; of straw hats and bonnets, 10,555; the mackerel and cod fisheries, 11,518; the whale fisheries, 3,496; the alewives, shad, salmon and

shell-fish fisheries, 1,635; the manufactories of calico and mousseline de laine, 4,208; of carpeting, 1,395; of Balmoral skirts, 1,012; of rolled and slit iron and nails, 3,194; of hollow ware and castings, 2,566; of pig iron, 1,235; of machinery, 4,109; of locomotives, steam engine and boilers, 2,958; of glass, 2,015; of paper, 3,554; of pianofortes, 1,153; of printing and newspapers, 2,409; of chronometers, watches, gold and silver ware and jewelry, 1,924; of hats and caps, 1,402; of vessels, 1,670; of railroad cars, coaches, chaises, wagons, sleighs and other vehicles, 1,800; of arms (including cannon), 1,785; of chairs, 3,639; of cabinet ware, 2,202; of palm-leaf and palm leaf hats, 2,892; of bricks, 1,107; of wood and paper boxes, 1,102; of India rubber goods, 1,055; while the tanning and currying trade enlists 3,847. There are 2,279 blacksmiths.

"In the minor branches of industry; 447 persons are employed in the manufacture of bleached and colored goods; 867 are producing spool cotton; 421, American worsteds; 927, worsted goods; 733, hosiery; 221, shoddy; 155, worsted dress braids; 911, linen; 258, silk; 253, dress trimmings; 720 are engaged in making daguerreotypes and photographs; 549 in making sewing machines; 236 on looking glass and picture frames; 164 on mattresses; 380 on brushes; 641 on saddles, harnesses and other equine equipments; 675 on military goods and trappings; 205 on fur goods; 833 on cordage; 615 on boats, masts, spars and sails; 113 on salt; 310 in sugar refineries; 381 in making confectionery; 118 in portmonnaies and pocket books; 134 in photograph albums; 167 in chocolate and coffee; 919 in manufactured marble and stone; 104 in sperm and tallow candles; 385 in soap; 140 in animal oils; 231 in kerosene; 350 in ratan; 979 in tin ware; 599 in combs; 124 in paints; 379 in medicine; 356 in flouring mills; 253 in patent and enamelled leather; 853 in manufactured snuff, cigars and tobacco; 431 in whips; 131 in blocks and pumps; 524 in pails, tubs and wooden ware; 138 in lasts and shoe pegs; 539 on casks; 240 on coffins and burial cases; 315 on friction matches, fireworks and razor strops; 663 on gas, (exclusive of political speeches) 257 on pickles and preserves; 991 in bakeries; 101 in distilleries and 259 in breweries; 958 in quarries; 603 in charcoal, coal and ore beds, and 157 in making corn and other sorts of brooms.

"The value of the products—of cotton was \$54,436,881; of calico and delaine, \$26,258,703; woolen, \$48,430,671; paper, \$9,008,521; rolled and slit iron and nails, \$8,836,502; printing and newspapers, \$5,358,148; clothing, \$17,743,894; tanning and currying, \$15,821,712; boots and shoes, \$52,915,243; the whale fisheries, \$6,618,670; mackerel and codfishery, \$4,832,218; horses, oxen and cows, \$19,154,790; hay, \$13,195,274."

CHICAGO AND GREAT EASTERN RAILWAY.—The Chicago & Great Eastern Railway, formerly the "Air Line" to Cincinnati, is being put in a most complete state, by the addition of new and substantial cars and engines to its rolling stock, a thorough repair of its entire rail bed, and the personal attention of its officials to the comfort of the passenger, with a view to speed. Mr. J. E. Young, the Vice President, also acts as General Superintendent.—*West R. R. Gaz.*

We are glad to hear it, there was certainly great room for improvement.

Bank Returns of Great Britain.

The London Bankers' Magazine furnishes the returns of the circulation of the private and joint stock banks in England and Wales for the four weeks ending the 21st of July. These returns, combined with the circulation of the Scotch and Irish banks for the same period, and the average circulation of the Bank of England for the four weeks ended the 18th of July (the nearest date furnished by their returns), as compared with the month ending the 22d of July, 1865, showing an increase of £2,389,937 in the circulation of notes in England, and an increase of £1,757,604 in the circulation of the United Kingdom. On comparing the above with the fixed issues of the several banks, the following is the state of the circulation: The English private banks are below their fixed issue, £1,518,898; the English joint-stock banks are below their fixed issue, £1,019,629—total below fixed issue in England, £2,538,527. The Scotch banks are above their fixed issue, £1,613,745; the Irish banks are below their fixed issue, £1,259,679. The average stock of bullion held by the Bank of England in both departments during the month ending the 18th of July was \$14,389,697, being an increase of £767,009 as compared with the previous month, and a decrease of £1,384,993 when compared with the same period last year. The following are the amounts of specie held by the Scotch and Irish banks during the month ending the 21st of July: Gold and silver held by the Scotch banks, £2,413,728; gold and silver held by the Irish banks, £2,117,180—total, \$4,530,903; being a decrease of \$146,285 as compared with the previous return, and an increase of £44,173 when compared with the corresponding period last year.

Treasure Movements.

The San Francisco Gazette, dated 9th August, says: "There is more activity in the money market, without, however, any appearance of stringency. During the past sixty days the shipments of treasure to New York, England, China, &c., have amounted to \$9,250,000; and the receipts from domestic sources, including coin, have not exceeded \$8,000,000. If the shipments of coin to the interior be added to our exports, the aggregate drain upon our resources for the past two months will be fully \$2,000,000 in excess of the actual receipts of gold and silver. In other words, the production of the precious metals has been twenty per cent. less than the demand for commercial purposes; involving, also, the loss of considerable sums of coin. The effect of this is, we think, already apparent in some quarters, and if the export demand for bullion does not soon materially fall off, a less easy money market may be reasonably anticipated the ensuing summer and fall. Rates of interest still rule at 10½ per cent. per month in bank. We learn that a dividend of 1 per cent. has been declared upon the capital stock of the Bank of California for the month of July.

"Receipts of treasure from the interior mining districts since the date of last reference, 27th ultimo, amounted to some \$1,900,000. The Sub-Treasury in this city has shipped East, since January 1st, \$6,500,000 for government account. The market is well supplied with bullion, and the shipping requirement thus far less active than for some time past. Gold bars are selling at 86½, and even lower figures are reported. Silver is quotable at about par for round lots."

The exports of Treasure from July 1st to date have been as follows:

Total since July 1, 1866..... \$4,376,829 60
Previously this year..... 23,407,728 24

Total since January 1, 1866....\$27,784,557 84
Corresponding period of 1865.. 26,057,792 61

Increase this year..... \$1,726,765 23

Iron and Steel Rails.

The London *Railway News* says: "Mr. Williams furnishes some details which will serve to show the enormous wear and tear to which the rails of leading lines are subjected. On the section between Hatfield and London, on the Great Northern line, 57,536 trains, carrying 17,760,926 tons, destroyed in three years, the rails laid down in 1857. Some heavier rails, laid down in 1860, were worn down in three years by 65,529 trains, and 13,484,661 tons. In the case, however, of a section of railway between Burry and Acerrington, 62,399 trains and a gross tonnage of 12,451,784 passed over rails which last seven and a-half years, or two and a-half times as long as those of the Great Northern, with about an equal amount of traffic. Again, at Bolton, it required 203,122 trains and 38,803,128 tons to wear out the same description of rails in seven and a-quarter years. The cause of this rapid wearing out of the rails of the Great Northern as compared with those of the other lines, is due, apparently, to the greater speed of the trains. In the case of iron rails, as in the delicately constructed mechanism of animal life, it is the 'pace that kills.'

"Two steel rails of twenty-one feet in length were laid on the 2nd of May, 1862, at the Chalk Farm Bridge, side by side with two ordinary rails. After having outlasted sixteen faces of the ordinary rails, the steel ones were taken up and examined, and it was found that at the expiration of 3 years and 3 months, the surface was evenly worn to the extent of only a little more than a quarter of an inch, and to all appearance they were capable of enduring a great deal more work. These two rails had, during the period of little more than 3 years, been exposed to the traffic of 9,550,000 engines, trucks and carriages, and 95,577,240 tons. It is an amount of traffic equal to nearly ten times that which destroyed the Great Northern rails above referred to in 3 years. The result of this trial was to induce the London and Northwestern to enter very extensively into the employment of steel rails. At the present time there are about 50 miles of steel rails in use on the line, and 3000 tons of steel headed rails."

A Railroad in the White Mountains.

A correspondent of the Boston *Journal*, writing from the White Mountains, gives a description of the proposed railroad to the summit of Mount Washington. He says:

The point of ascent with this work is near the well known "Cold Spring," on one of the earliest of the paths up Mount Washington, one mile and a-half below the famous "Jacob's ladder" ascent. The length of the whole line of mountain railway will be two and seven eighths miles, at a grade averaging thirteen hundred feet to the mile. The section already completed is to be tested by passengers tomorrow, is one quarter of a mile of the steepest part. The grade of this is a rise of 1700 feet to the mile.

The railway consists of the rails. The two outside ones makes an ordinary track, with

the difference only that the iron is secured to longitudinal sills and those to cross ties. The centre which is the main thing, is a cog rail, made of angle iron, with wrought iron pins, all of great strength; no cast iron is allowed about this rail. The locomotive on this road, to draw one passenger car with fifty persons, weighs four tons, and is of thirty-five horse power. The boiler is hung upright on trunnions, so as to be on a level on all grades. The driving wheel is an eighteen inch cog wheel of gun iron, four inch pitch, running in a cog rail or ratchet fastened to the ties in the centre of the track. The engine is held to the track by means of friction rollers running underneath the cog or centre rail, the cog rail being two inches wider than the timber it is attached to. The power is applied by gearing down and putting the connection rods on to a small pinion, which is mashed or geared into a larger wheel.

Brakes are applied to the engine and car. The car may be made to descend without the engine, it being not necessarily dependent on it for braking up. The brakes on the engine are on the hind axle, clasped to the gear. The car has two brakes acting independently of each other. One of these is an atmospheric brake, patented by Mr. Marsh, which has been thoroughly tested. The other is simply a powerful brake on the cog wheel in the centre of the track. In addition to all this, the steam cylinder is so constructed that by shutting off steam, and opening a contrivance with stop cocks, the engine is eased down by means of the compressed air in the cylinder. The pistons are like an ordinary engine. The rate of speed up and down grade is limited to three miles an hour. The engine, on being properly started, will move down without attendance, and can be regulated so as to move at a slower rate than three miles an hour.

The above system of ascending very steep grades is the mode said to be adopted, and heralded as a new invention by French engineers to cross Mt. Cenis, in advance of completing the great tunnel. It is however precisely the same as was patented by ESCOL SELLERS, Esq., of Cincinnati, if we recollect right as to time, about twelve years ago. We gave a detailed description of it at the time.

Texas and New Orleans Railroad.

The New Orleans papers show much solicitude for the completion of the railroad to connect Texas with that city. Our railroads, says the Galveston *Civilian*, now connect with the Louisiana border through the Houston and Orange road, 100 miles in length. The New Orleans and Opelousas road is again open to Berwick's Bay. To finish the connection, there remains to be completed 117 miles from the Sabine to New Iberia, on the Bayou Teche, the junction with New Orleans, Opelousas & Great Western Railroad. This makes the distance by railroad, from New Iberia to Houston, 217 miles.

THE CHICAGO LAKE TUNNEL.—This great work is rapidly approaching completion, 8,675 feet having already been excavated, out of 10,560 feet, the entire length of the tunnel. But 1,885 feet are yet to be excavated. It is estimated that the daily supply of water to Chicago through the tunnel will be 18,000,000 gallons, and to raise this vast amount huge engines are being constructed in New York.

Joint-Stock Company Law—Misrepresentations in the Prospectus a Good Defence to an Action for Calls.

Whenever a limited joint-stock bank or other company fails, or whenever an *expose* occurs in the Courts of Chancery or the courts of law, affecting the character or conduct of a joint stock company under the law of limited liability, an outcry is generally raised by those who are adverse to that measure against the principle of the law itself. Limited liability is forthwith put upon its trial, and, without any compunction in the prejudiced minds of its judges, is easily convicted of every commercial delinquency that can be fairly or unfairly laid to its charge, and, with equal promptitude, condemned. But a careful and dispassionate examination of the circumstances would show that in none of these cases is the law or the principle of limited liability to blame. In all of them it will be found that the failure is more clearly and more justly attributable to the misconduct of some one or more of the individuals connected with the origin or the management of the company. There is no law, however good in itself, which some men will not seek and strike to evade, to pervert, or to contravene, in the sanguine pursuit of some favorite object, or of their own personal advantage; and all laws intended for the protection and benefit of the public may thus be abused in many cases to the injury and disadvantage of the community. The law which enables a number of small capitalists to combine together for the accomplishment of any great enterprise, and the law which limits the liability of each individual member of the company, are both equally good in themselves, but both are liable to perversion and abuse. There are always plenty of doubtful schemes to be "promoted," as was shown in a case tried at the Guildford Assizes on Tuesday last before Mr. Justice Willes and a special jury.

The case alluded to was an action brought by the Glamorganshire Coal and Iron Company against Mr. Irvine, and was one of two actions brought by the company against shareholders to recover the amount of calls made upon them. The defendant pleaded that he had been induced to become a shareholder by the fraud and misrepresentation of the plaintiffs, and that was the issue to be tried. The company was formed in June last for the working of a coal and iron mine. It was alleged that the prospectus stated that the estimated quantity of coal in the mine was 7,000,000 tons; that the value of the mine was £48,000; that the probable annual product of coal would be 93,000 tons; that the annual profit upon the coal would be £14,000 and upon the iron £12,700; and that the minimum dividend would be 10 per cent. payable half-yearly. All these facts were stated to be based upon the reports of certain engineers who were said to have "reported fully upon the mine." The defendant, on the contrary, alleged that these representations were false and fraudulent; that according to the report of a committee of investigation, the quantity of coal was only 1,500,000 tons instead of 7,000,000; that the coal was not worth the cost of raising, or that at best the profit would be inconsiderable; that no profit at all had been made or was likely to be made upon the iron, and consequently that it was impossible there could be any dividend payable to the shareholders. The defendant called evidence in support of these points, and also showed that £10,000 had been paid to the attorneys for getting up the company. He further alleged

that the whole concern was enormously in debt, and was in fact insolvent; that the only parties who had derived any benefit from the company were the attorneys and their friends, the Directors; that "dummy" shareholders had been got up to a large amount; and that by such means the shares had been worked up to a fictitious value when in fact and reality they were worth nothing whatever. It was nevertheless contended on the part of the company that there was no case to go to the jury on the plea of fraud. It was insisted that, even if there had been fraud on the part of any of the Directors, that would not bind the company; that it was not proved that the prospectus had not been framed upon the reports of the engineers referred to; that it was not proved that those reports were known to be false, and that, in the absence of any evidence to the contrary, it must be presumed that they were at least honest, and, therefore, that the Directors were justified in relying upon them; and that the plea of fraud broke down. The learned judge, however, overruled these objections, referring to a case in the House of Lords, in which it was laid down in an elaborate judgment by Lord St. Leonards, that a company which had in fact adopted and taken advantage of a contract which had been fraudulently made by its agents, were to be deemed in law so far affected by the fraud that the fraud might be set up as a defence against them. As to the question whether there was fraud in this case, it would be for the jury to determine upon the whole of the evidence.

Thereupon the company called witnesses to disprove the alleged fraud, but their evidence seemed to be calculated rather to confirm it. The Secretary proved that the reports referred to had been received, and that they were open to the inspection of the shareholders, but he admitted that £10,000 had been paid to the attorneys for getting up the company. A Mr. Baylis, who had been managing Director, proved that he had seen the mine, and believed it to be "a very good thing," and adhered to that opinion still; and to him, no doubt, it was "a good thing," for he got £1,000 a year as managing Director. Another Director was called to support the case of the company, but he was compelled to admit that he also had received £200 from somebody, though "he declared that he had no idea where it came from," but he had been told that it was "usual," and though it may not be generally known to be "usual" for sums of £200 to be thus floating about and finding a resting place in the pockets of Directors, this gentleman in his ignorance or simplicity, real or affected, seems to have believed it. The observations of Mr. Justice Willes in summing up the case are very important and should be carefully weighed by all promoters and Directors and shareholders in joint stock companies.

"The questions to be decided," said his lordship, "were whether the company, through its Directors, had issued a false and fraudulent prospectus; and, if so, whether the defendant had repudiated the shares within a reasonable time after discovering the fraud, and without taking any advantage under his allotment. The main question for the jury was whether the prospectus contained fraudulent statements, for, if it did, and was issued by the Directors, there could be little doubt that the defendant had been influenced by them, and, if any fraud had been practiced upon the defendant, he had, in his opinion, repudiated the shares within a reasonable time. The defendant was bound to prove the existence of moral fraud. It was a fraud to state

things which were untrue, for the purpose of gain, whether the statement be made with a knowledge of the untruth, or with a reckless disregard of whether it be true or not, with the intention of misleading another person; and any person so misled is justified in repudiating a contract, if he have taken no benefit under it, within a reasonable time after discovery of the fraud. A company is not answerable for the fraud of a Director acting individually and not at the board, but, on the other hand, a company cannot enforce a contract obtained by the fraud of its agents. In this case it was said that a body of Directors ought not to be stigmatized as fraudulent; but, if a case was made out requiring explanation, that explanation should have come from those against whom the charges of fraud were made. None of the promoters had been called, and only one of the Directors, and not one of the committee appointed to allot the shares." The jury, without retiring from the box, found a verdict for the defendant, which of course relieves all the shareholders from their liability to pay calls, and we presume will necessarily lead to the winding up of the company.—*London Money Market Review*, August 18.

Chicago & Northwestern Railway.

The earnings of the Chicago & Northwestern Railway during the fourth week in August ending the 31st, show a decrease of \$33,952 as compared with the earnings of the corresponding month of 1865. The earnings for the entire month of August show a decrease of \$56,222. The earnings for the three months ending on August 31st, show on the contrary, an increase of \$84,112, as follows:

Earnings.	1865	1866
Passenger.....	\$ 839,835 39	\$ 709,567 12
Freight.....	1,515,992 58	1,717,183 76
Express.....	43,431 89	45,341 90
Mail.....	18,808 81	23,453 23
Miscellaneous.....	11,573 39	17,240 96
Total.....	\$2,428,679 85	\$2,512,791 97

ST. PAUL AND PACIFIC RAILROAD.—The Secretary of the Interior has just made the following rulings affecting the St. Paul & Pacific Railroad: "The location and survey of a railroad through the unsurveyed region do not become effective, so as to enable the General Land Office to deal with it under the land system, until the establishment of the lines of the public survey co-extensive with such surveyed road, and the filing in the General Land Office and the district Office a map authenticated by the affidavit of the Chief Engineer of the road, according to form No. 13, circular No. 9, dated the 30th of May, 1866, which map must be accompanied by the certificate of the Governor of the State, approving and accepting the survey of the road.

The Governor of Minnesota has written to the Secretary of the Interior that the St. Paul & Pacific Railroad Company have completed a second section of twenty continuous miles on the branch line via St. Cloud and Crow Wing, to the Red river of the North, making forty continuous miles of this branch fully completed, on which the cars are running.—*West. R. R. Gaz*

CHANGE OF GAUGE.—The work of laying a third rail the entire length of the Great Western Railway, Canada, is progressing vigorously, and several sections along the line are already completed. Within a short time the transit of through freight by the narrow gauge cars will be accomplished without transshipment from the Western States to New York.

A NEW THROUGH FREIGHT LINE TO THE WEST.

—A new through freight line to connect New York and Boston with Cincinnati, Louisville and St. Louis has just been organized by the several lines of narrow gauge railroads connecting those important cities. The Hudson River, Boston, Worcester and Albany, New York Central, Lake Shore, Cleveland, Columbus and Cincinnati, Bellefontaine, and other Western roads, form the company to be known as the "White Line"—the cars being painted white to distinguish them from other freight cars. These railway companies each put in a car for every three miles of road they have, and bind themselves to haul the cars of the line over their several roads without delay, to ensure the rapid transmission of freight. There will be no transshipment and no unnecessary delay. The line will be under management distinct from that of the companies, but all the companies will have an interest in its prosperity as they will share, *pro rata*, in its gains. The advantages to shippers will be great. And local shippers will have advantages that they have not before enjoyed. The officers of the different companies will have no occasion to look after through freights, and can, therefore, look after the local freights. The White Line will go into operation on the 3d of September, starting with three or four hundred cars; and increasing its capacity as fast as the new cars can be made ready for use. The opening will inaugurate a new era in the freight traffic.—*Rochester Union*.

ATTEMPTED ASCENT OF MOUNT SHASTA, CAL.

—On the 16th of July, a party of four started on an excursion to the summit of this mountain from Yreka. They arrived at Sisson's in due time, and commenced their arduous labor of ascending the mountain. They took what is called the left hand comb, which was clear of snow, but after it was passed they found the passage along the side of the mountain difficult. They struggled upward; and when they had made nearly two-thirds of the distance they could only accomplish about two miles in five hours. At length, when they had about exhausted their breath and strength they reached what is called the Red Banks, about 10,000 feet high. Fissures in the snow, and the exhausted condition of some of the party, prevented their attaining the summit, some 4,500 feet higher, and they commenced their return. On arriving at the base of the mountain they began to suffer much from bloodshot eyes and swollen faces, which rendered them nearly helpless for two or three days.—*Sacramento Union*, Aug. 1.

The connection between Chicago and the Pacific Railroad bids fair to be completed in a few months. The Cedar Rapids and Missouri Railroad Company—the Iowa extension of our Northwestern Railway—is pushing the work of track building vigorously, both from the Missouri eastward and from the Des Moines westward. Already cars are running direct from Chicago to Jefferson, which is 29 miles west of Boone—the late terminus on the Des Moines river—and it is confidently anticipated that by the opening of next year's spring trade, the connection with the Pacific road at Omaha will be complete, and then Chicago will be in direct communication with the great Platte Valley of Nebraska, with a fair prospect of getting to the Rocky Mountains in a year or two later.—*West. R. R. Gazette*.

INSURANCE CONVENTION.—The officers of the Western insurance companies met at Freeport, Ill., on August 15th. All the western offices were represented except those in Minnesota. The following tariff of rates was agreed to: On farm property and detached dwellings—for one year fifty cents; for two years, ninety cents; for three years, \$1 25; for four years, \$1 70; for five years, \$2 and for churches and school houses double the above rates, and that the rates, on other property not specified be advanced twenty five per cent, on the rates heretofore charged, and that ten per cent, more be charged on dwellings occupied by tenants than those occupied by owners. A resolution was passed declaring that the term "detached" shall mean without exposure to fire within one hundred feet.

SHEBOYGAN AND FON DU LAC RAILROAD.—The Sheboygan & Fon Du Lac Railroad Company are advertising for two hundred men immediately, as laborers, choppers, and teamsters, to whom constant employment this winter or year is promised. This contemplates business of some kind. If it refers to the extension of the road, as is supposed, the next twelve months will mark something of a change in railroad matters as well as business prospects generally in that section of Wisconsin.

This road under the present management, is being put in pretty thorough repair, especially the bridges and rolling stock. Its financial condition also seems to experience a corresponding improvement. We learn that the earnings of the road during the month of July were considerably larger than for any month previous, indicating an increase of patronage that is very satisfactory to the friends of the road.—*West. R. R. Gaz.*

Mail facilities in the Sandwich Islands are still of a somewhat primitive order. Every Wednesday afternoon, it is said, a travel-worn pedestrian enters the village of Kawaihae with his rubber-covered bag strapped securely to his back. This he has brought from Hilo, since Monday morning, and as the shades of evening cool the rocky hill sides he starts on his return, reaching the bay on Saturday night, an arrival which, in steamer times, is no less welcome than regular. This journey which, measured on the many curved roads up and down the sides of ravines, and including a detour into Waipio, must not be less than 160 miles in length, is performed in alternate weeks by two men who show great power of endurance. Sometimes, though rarely, a horse is brought into requisition.

TUNNEL UNDER CHICAGO RIVER.—The tunnel under the Chicago river at the foot of Washington street, Chicago, will consist of three divisions, the two outside ones, for vehicles, to be 11 feet wide and 15 feet high; the middle one, for pedestrians, to be 10 feet wide, the latter terminating in a stairway at each end, beyond which the two tunnels will converge into one. The covered portion of the tunnel will be about 1,000 feet in length.

The experiment of using nitro glycerine for blasting the rock in the Hoosac tunnel is proving entirely successful. Its explosive force is found to be much greater than that of gunpowder, and as much can be accomplished in three days as was formerly possible in three weeks.

MONEY AND COMMERCIAL.

As the season advances there is a better feeling among business men generally; the abatement of the epidemic throughout the country generally, especially in the great centres of trade, will soon produce its effect in dispelling the fears of the country dealer, and the exchange of goods will become more active. The price of produce in the interior is, however, too high at the present time, to admit of an extensive movement toward the seaboard, and the present prices based on the idea of short crop and the wants of Europe on account of a general war, are fallacious, and need modification. When this is done, a more healthy and active trade will be the result.

The demand for money at the banks, although not large, is reported fully as much as their limited means will admit of their meeting. The market is therefore close, though not stringent. A large portion of the loans being for renewals, indicates difficulty in making collections. The ruling rate of discount is 10@12 per cent. for acceptable customers, while outside rates range up to 24.

The New York gold market has varied some little, but there has been no great change. The following are the daily quotations:

	Opening.	Highest.	Lowest.	Closing.
September 6.....	146	146½	145¾	145¾
" 7.....	145¾	146½	145	145
" 8.....	146¾	147	146½	146½
" 10.....	146¾	146¾	146½	146½
" 11.....	146½	146½	145½	145½
" 12.....	146½	146½	145½	145½

There has been no material change in the market for Exchange, and indeed under our present system of currency the extremes that were experienced a few years ago cannot occur again. The quotations are:

	Buying.	Selling.
New York.....	1-5@1-10c off.	par.
Philadelphia.....	1-5@1-10c off.	par.
Boston.....	1-5@1-10c off.	par.
Baltimore.....	1-10c dis.	par.
New Orleans.....	1¼ d's.	....
Silver.....	32@35 pr.	33@36c pr.
Gold.....	45¼@45½c pr.	46c pr.

During the past few weeks an unusual amount of rain has fallen, accompanied with low temperature, seriously affecting the ripening of the corn crop; should we have early frosts much of it will have to be gathered in an imperfect state materially impairing its value.

Of the condition of the New York money market the *Tribune* of Tuesday says, it "is more active and loans on call are made at 5 per cent. Some old loans are not marked up, and upon Governments better terms are made than upon Railway shares, which form the bulk of stock collaterals. There is an increased supply of Commercial paper. Prime still passes at 5 per cent., and good at 5½@6, but there is an increasing amount of a kind which holders are ready to sell at legal rates and a little better. The bank statement shows a material expansion in loans, \$3,542,000,

with an increase of circulation of \$698,454, and a loss of \$2,428,552 in legal tenders. The specie shows a gain of \$1,074,310, which is the proceeds of interest upon the 10-40s. The demand for money to move the crops of West and South is steadily increasing, and at distant day lenders of money will be able to make legal interest at call and something better upon long paper and speculative enterprises generally."

Of the stock market the *Tribune* says:

Railway shares were steady and in some cases higher, Erie selling at 71½, Reading at 115½, and Fort Wayne at 105. After the call and the announcement of the Bank Statement the market became dull and lower prices were accepted in many shares. At the Second Board the market was dull and lower. After the call the market was heavy, and a pressure to sell was observed on all the leading shares; but late in the day Erie was bid up to 71½, but the balance of the market did not respond, and closed dull at quotations: Ohio and Mississippi, 29½@29½; Boston Water Power, 32½@32½; Cumberland Preferred, 46@46½; Quicksilver, 51@51½; Mariposa, 11½@12; do. Preferred, 28½@28½; Western Union Telegraph, 58½@59; York Central, 103½@103½; Erie, 71½@71½; Hudson River, 122@122½; Reading, 114½@115; Michigan Southern, 83½@84; Illinois Central, 121½@122½; Cleveland and Pittsburgh, 86½@86½; Cleveland and Toledo, 114½@114½; Rock Island, 109½@109½; North-Western, 35½@35½; do. Pref., 66½@66½; Fort Wayne, 104½@104½.

THE STEAM SYPHON PUMP

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Most Simple, Effective and Durable Device for Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

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wherever steam power is used; as at Machine Shops, Car Shops, Elevators, &c.,

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THE BEST BILGE PUMP,

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The Great Crocus Well,

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CINCINNATI.**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

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TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be distributed
Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 3/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trouting brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	
	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

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MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,**At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.**The distribution will be done fairly, honestly, and positively at the time appointed.***No Postponement to take place on any consideration.***Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.***TICKETS ONE DOLLAR EACH.**

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

*All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.**AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.**The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written, to***J. J. ADAMS,**
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64 Nassau St., N. Y.**100,000 ACRES**

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BUILDERS OF EVERY DESCRIPTION OF

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 [Aug. 2, tf.]

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ELASTIC, LIGHTEST AND CHEAPEST SPRING yet
offered.By their method of preparing and subjecting the Cork
to a heavy Hydraulic pressure, it is greatly reduced in
bulk from its original condition, and is not liable there-
after to lose its set. After being thus prepared, they are
soaked or boiled in oil or molasses, and permanently re-
duced about two-thirds in bulk, when an action of 2 to
4 inches can be obtained for these springs, and they will
be found to retain a greater elasticity under pressure,
than any spring, excepting the Elliptic Steel Spring,
which is much more expensive in its cost. They ask a
trial under the belief that they will meet with the entire
approval of Railroad men needing an EFFICIENT and
CHEAP spring. They will be made to any external
shape, but it is recommended whenever possible, to give
an over all measurement of 7 to 9 inches in highth and 8
to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 35 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

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Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.**Eastern Express Mail**, at.....8.25 A. M.Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.**Morrow Accommodation**, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.**P. W. STRADER,**
General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property,

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is**Red Hematite**

AND

Clay Ironstone,of excellent quality, and abundant in quantity.
This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and*The Tennessee River is always
Navigable.*Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.The land is on the proposed Line of Railroad
from Kingston to Chattanooga.**T. WRIGHTSON,**

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Samuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants, Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

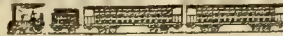
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:20 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:03 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:09 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

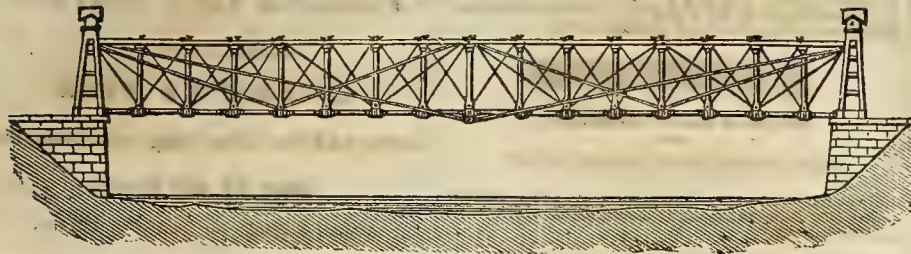
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

W. M. F. HEWSON,
STOCK BROKER,
21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent, myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of
**ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS,**

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double, plain with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wes. Ag't, Baltimore, O.*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building; and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front-street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agents.

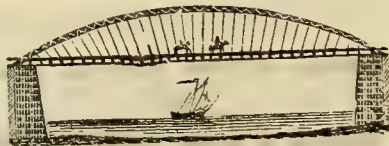
MOSELEY'S WROUGHT IRON ARCH

BRIDGES.

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER.



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore and Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
F. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, SEPTEMBER 27, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	6:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

The Southern Road from Cincinnati to Knoxville and Georgia, and its Geological Resources.

It is not often we have to consider a railroad from a geological point of view, when we have, most of us, not sufficiently considered the relations between the two systems—the geological system and the railroad system. There are only two or three railroads in this country which we can take as fair examples of the mode and extent to which geology may assist a railroad, and a railroad may develop geology. The most remarkable illustrations of this are the Reading Road and the Baltimore & Ohio. Both of these carry an immense amount of coal, and it is entirely safe to say that this coal could never have been half its value without the roads. It was supposed that no railroad could successfully carry the heavy products of the mines, but that was soon exploded; but still it was for many years thought that canals, where they were possible, would be the cheapest, and the railroads would not compete with them. Thus the Lehigh Canal, almost parallel with the Reading Road, was relied on to carry coal; but there arose soon a new state of facts. Railroads, solely devoted to carrying coal and iron, can compete with canals; and secondly, the Lehigh Canal, and no canal in similar circumstances, can carry all the coal required to market. A canal (the Chesapeake & Ohio) runs parallel with the Baltimore & Ohio Railroad, and yet the latter carries an immense quantity of coal and iron.

In the case we are about to consider, no question of canals arises at all. No canal can be made north and south through Kentucky and Tennessee. We have, therefore, to consider the results of carrying coal, iron and other minerals in that region solely by the standard of railroad transportation. Now, here arises two questions: Are there mineral products in that region of country in quantity, quality and variety sufficient to make their carriage a profitable business to railroads? And secondly, are there markets with sufficient demand, and to which they can be cheaply enough carried? Both these are practical problems. If we should find a gold mine in some inaccessible place, and with no means of carriage, it would be worthless. Both the geological and the commercial questions. The almost unknown region and its sparse population to which we refer are thus unknown and sparsely populated because neither the geological or the commercial questions have received *attention* enough to be solved. The public and commercial mind has been carried in other directions. Let us look a little at the geological characteristics of this region.

What are called the Allegheny mountains are divided into two ridges—the Allegheny and the Blue Ridge—both of which, however, have branch ridges, receiving differing names

in different States. The Blue Ridge proper runs on the south side, and finally terminates near Huntsville, Alabama. It crosses the northeastern corner of Georgia, and through the principal gap there the Blue Ridge Railroad is now making. If the Cincinnati and Knoxville Road is made, the Blue Ridge Road will be its principal outlet to the south. On the other hand, the main Allegheny ridge runs on the northern side, and branches into various collateral ridges, at the base of which runs the Ohio river. Literally, this is much the broadest range of mountains, as is proved by the fact that the Kanawha, the main southern branch of the Ohio, rises in North Carolina; and the Tennessee, which joins the Ohio near its mouth, flows through Alabama, and rises in Georgia and North Carolina. This fact of the greater breadth of the northern slope has made the corresponding fact that the region we are considering has been geologically formed out of those mountain slopes, including the whole distance from North Carolina and Georgia to the Ohio river—being one-half Tennessee, Kentucky and Virginia. Now, what is the geological character of that region? It is common to consider coal and iron as almost the only commercial minerals, that is, those that will count much in carriage. This is a mistake. Copper and lead are common in great quantities; and, if existing along the line of a railroad, would of themselves make it profitable. Now, it will make the shortest answer, and the truest, to the geological question, to say, that *every mineral product which can be of value to a railroad* is produced on the line of a road from Cincinnati to Knoxville, and its extensions. To make this more clear, we will enumerate these products specifically, and to what extent they may be relied on. We will remark here that about thirty years ago Judge Peck, of East Tennessee—who was rather in advance of his time in geological researches—published an article on the Mineral Resources of Tennessee. It was strictly true, and the only additional information we have fully confirms his report. He stated that almost every known mineral was produced, and some of them in great quantities, in East Tennessee. Taking his statement, and giving such further information as we have, we specify as follows:

1. OF COAL.—From some eighty miles south of Cincinnati, on the Licking river, to the mountains of Georgia and North Carolina, making an extent of four hundred miles directly south, coal is found everywhere, and is made known to the common observer by the outcropping seams in rivers, ridges and roads. It is the Western outcrop of the great Eastern coal field. In some places of this region it is as easily got as the common earth. On the Licking, the Three Forks of Kentucky river, and at Cumberland Ford, the coal seams have been in a small degree mined, and they are so

thick and rich as almost to astonish the beholder. On the line of the Cincinnati and Knoxville Railroad, for one hundred miles south of Cincinnati to Georgia, there are coal beds enough to supply the whole people of the United States. Where there will be sufficient demand to secure an extensive carriage of coal for a railroad, at profitable rates, is a commercial question, which we may consider hereafter. At present we are looking only to the geological resources of the road.

2. OF IRON.—The ore beds of iron are not identical with the coal beds, but they are almost invariably found in connection with it. It seems as if God, in the creation, had intended to supply the carbon in the most convenient form at the very spot where it is needed to smelt iron. At all events, here it is, just where we want it for furnaces and forges. Iron is not only found at intervals of twenty miles on every part of the road to Knoxville, but it is found of such qualities and under such circumstances that it must necessarily furnish a large traffic for a railroad. Forty years ago, a considerable quantity of the iron brought to Cincinnati came from works on the Licking river. Since then, great furnaces above Portsmouth in Ohio and Kentucky have been opened, and the transportation by the Ohio river being so much cheaper, the great iron trade of Cincinnati now centres in that region; but this shows, in itself, precisely what Eastern Kentucky and Tennessee want. *They want a railroad to carry off these very products.* We bring iron from Northern Georgia, because we can bring it mostly by water, and because it is of a quality we cannot get here. Now, this applies to East Tennessee. It can furnish this iron, and it will come over the Knoxville Railroad. It is very plain, then, that iron will make one great article in the traffic of the Cincinnati & Knoxville Road. But are there not other mineral products?

3. OF COPPER.—It is well known—and we have heretofore described it in the *Record*—what an immense supply of copper is found in the Duck river mines, on the southern line of East Tennessee. The products of these mines were actually carried through Augusta and Savannah, Georgia. But this is not all: Copper is found, and no doubt may be mined, in part of East Tennessee further North, and there can be no question that copper would make another large product to be carried on the railroad to Cincinnati.

4. OF LEAD.—It is not supposed by the public that lead in any great quantities can be found on this road. But this is a mistake. Judge Peck stated thirty years ago that lead was found in East Tennessee. Very recently lead veins, apparently rich, have been found in Central Kentucky; and at present it seems probable that lead may be found in just as much abundance on the line of the Cincinnati & Knoxville Railroad, as in Missouri and

Wisconsin. Lead seems to be generally found in districts not remote from the coal and iron regions. If we are correct in this anticipation, lead, which is a mineral in very great demand, will hereafter become a large item of transportation on this railroad.

We cannot pursue this subject now, although much more might be said. There are other minerals which exist in the same section, but which would not contribute so largely to the carriage of a railroad, which may be considered at another time. The commercial question of demand and markets may also be discussed, but requires a second article. In the meantime, we can say that the probabilities of profit to this line of road are greater than is imagined.

Buffalo & Erie Railroad.

This road, forming a part of the "Lake Shore Line," is composed of the Buffalo & State Line Railroad, running from Buffalo to the Pennsylvania State Line, a distance of 69.5 miles, and the Erie and North East Railroad thence to Erie, Pennsylvania, 18.5 miles—making a total length of 88 miles. The length of double track, including sidings, is 18.5 miles. The weight of rail per yard is from 57 to 60 lbs. The equipment consists of 34 locomotives, 22 first class and 7 second class passenger cars, 8 baggage, mail and express, 697 freight, and 50 dumper cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts.	1864.	1865.
From passengers	\$790,073 75	\$1,208,378 96
" freight	1,140,431 21	1,042,770 85
" mails	13,800 00	13,800 00
" sale of property, and rent	1,161 14	1,134 23
Totals	\$1,945,466 10	\$2,266,084 01

Payments, other than for construction:

For transportation expenses	\$1,176,337 32	\$1,378,856 84
For interest	77,526 74	31,140 81
For dividends on stock	220,000 00	220,000 00
Construction Erie & Pittsb'g Railroad	660,000 00	317,977 50
Internal revenue tax	56,395 35	88,724 00
Totals	\$2,190,259 41	\$2,236,699 15

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	\$790,073 75	\$1,208,378 96
" freight	1,140,431 21	1,042,770 85
" other sources	14,961 14	14,934 23
	\$1,945,466 10	\$2,266,084 01

Expenses, viz:

Repairs of road	\$270,901 83	278,235 63
Cost of iron	78,465 97	167,384 21
Repairs of buildings	128,008 50	130,065 60
of fences, etc.	743 75	1,335 52
Taxes on real estate	27,359 80	57,169 07
Repairs of engines	52,069 67	166,026 59
" cars	154,837 45	182,068 68
" tools, etc.	5,394 54	8,906 85
Incidental expenses	1,804 62	21,010 42
Office expenses	1,542 90	1,923 13
Agents and clerks	49,392 94	59,822 53
Labor, handling freight	63,925 24	76,186 11
Porters, watchmen and switch tenders	24,149 21	33,508 89
Wood and water station attendance	7,024 59	7,436 65
Conductors, etc.	42,778 66	51,177 27
Engine and firemen	39,446 15	49,117 39
Fuel and preparing	118,448 73	173,596 72
Oil and waste	20,777 60	28,206 20
Rents	16,191 77	9,443 71
Loss and damage	22,665 55	20,013 10
Law expenses	4,798 75	472 06
General superintendence	5,000 79	5,299 92
Contingencies	35,680 90	50,950 50
	\$1,176,337 32	\$1,578,856 84
Earnings less expenses	\$769,128 78	\$687,227 20

Cost of road and equipments:

	1864.	1865.
For gradation and masonry ..	\$920,148 80	\$920,148 80
Bridges	55,442 94	55,442 94
Superstructure, including iron	722,797 86	722,797 86
Passenger and freight stations, etc.	95,885 92	95,885 92
Engine and car houses, machine shops, etc.	75,233 81	75,233 81
Land, land damages and fees	351,853 41	351,853 41
Locomotives and fixtures and snow plows	241,305 43	241,305 43
Passenger and baggage cars ..	55,491 95	55,491 95
Freight and other cars	219,379 12	219,379 12
Engineering and agencies ..	46,468 82	46,468 82
Totals	\$2,784,414 06	\$2,784,414 06

Stock and debts:

	1864.	1865.
Capital Stock	\$2,200,000 00	\$2,200,000 00
Funded debt	1,200,000 00	1,200,000 00
Totals	\$3,400,000 00	\$3,400,000 00

The number of miles run by passenger trains in 1865, was 221,540; by freight trains, 277,948—total, 499,488, against 645,234 in 1864, a decrease of 145,746. Number of passengers carried in 1865, 648,646; do. carried one mile, 41,399,829. In 1864, the number carried was 486,615, and the mileage of do. 30,634,245—an increase in passengers carried of 162,031, and in mileage of 9,765,584. Tons of freight carried in 1865, 620,329; mileage of do., 31,688,398. In 1864 the tonnage was 685,732, and the mileage of do., 34,620,339—a decrease in tonnage of 65,403, and in mileage of freight, of 2,951,941.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER—WHEN LIABILITY CEASES.

The case of *Marshall vs. N. Y. Central Railroad Company*, lately decided in the Supreme Court, Rochester, is an important exposition of the law of common carriers. The facts are sufficiently stated in the opinion of the court, which was written by

E. DARWIN SMITH, J.—The questions presented for our decision in this case arise upon exceptions taken during the progress of the trial, and to the charge of the Circuit Judge in submitting the cause to the jury.

The first exception taken was to the decision of the Circuit Judge in overruling the question put to the witness Garvin, one of the defendant's agents, asking him if he had any authority from the company to make a contract to ship freight at any particular time or specific time. I do not think this exception well taken. If the plaintiff's right of recovery rested upon an express contract, that contract was not made by this witness, but with Wemple, the general freight agent of the defendants. The plaintiff's agent, Norton, showed to the witness a letter from Wemple, directed to said agent, saying that he was at liberty to ship apples from any station on the line of the defendants' railroad, subject to changes if consigned to the Swiftsure line, Albany. Norton showed this letter to Garvin, who was a mere subordinate agent of the defendants, and he said he would ship the apples as requested. This was no bargain by Garvin, and could not have been so understood or considered. It was merely a recognition of the authority of Wemple to direct on the subject, and an assent on his part to comply with the instructions thus given by Wemple. It was of no kind of consequence what authority Garvin had, in fact. He made no bargain. He merely undertook to fulfill the instructions of his superiors.

Another exception is to the exclusion of

evidence offered to show large accumulation of freight at Batavia and Lockport, in the month of November, 1860. This evidence was merely cumulative. I can see no objection to it otherwise. A large amount of evidence to the same effect was given, and the fact sought to be established by such proof was abundantly established by the defendants, so that I can not see that they were, or could not be, in any way injured by the exclusion of this testimony.

The exceptions to the refusal of the judge to non-suit the plaintiff are, I think, not well taken. The case, when the plaintiff rested, was clearly one for the jury. The same points then made were subsequently raised upon exceptions to the charge, and will be considered in that connection.

The first exception to the charge presented on the argument was that the judge erred in charging the jury that preference was to be given to perishable property. The proposition in the charge excepted to is as follows: "Where two kinds of property are delivered at the same time by different owners, one of which kind is perishable and the other not, preference is to be given to that which is perishable in transportation, and if either must wait it must be that which is not perishable."

I do not see in the evidence any particular occasion for the statement of such a proposition. It seems to me that was a mere abstract remark, not essential to the case, and one which could not have done any injury if erroneous. But I am not prepared to say that it was erroneous. It merely affirms as most reasonable, what the defendants proved to have been the practice of the agents of the company. A witness for the defendants (Gates), the clerk of the superintendent of the western division of the defendants' railroad, testified that there was a greater demand for cars during the month of November, 1860, than there ever had been at any previous month, and that "Mr. Collamer (the superintendent) made it a rule to give perishable property a preference if possible."

This, it seems to me, was a very rational rule, and as the duty of the defendants rested upon the ground of reasonable diligence in the transportation of property, and their liability for loss and injury resulting from delay in the transmission of property, could only be practiced upon proof and a finding that they neglected to transport such property within a reasonable time after its receipt.

The question how the carrier was employed, and how he used and employed his means of transportation, during any given period when property was delayed, would always be a proper subject of inquiry, and that on this inquiry proof that his means of transportation were employed in transporting perishable property in preference to other property received at the same time, would always be held a sufficient excuse for delay. The judge so states the rule. The preference, as he states it, is between property received at the same time. If the carrier in such case cannot carry all the property received, it seems to me that he may give preference to the perishable property over that not perishable, and that the giving of such preference cannot be a matter of complaint, but rather would be a matter of duty on his part in such a case. I therefore do not think that this exception should be allowed.

The remaining exception urged upon us on the argument relates to the rule of damages adopted at the circuit. The plaintiff was allowed, under objections and exceptions, to show what the value of the apples in question

was when they were received in New York, frozen, &c., and what it would have been if they had not been injured by frost at the time of their receipt by the plaintiff in that city. I have had some difficulty with these exceptions. The defendants were carriers from Buffalo to Albany. Their railroad ends at Albany, and they do not seem to have made any contract, or to have incurred any duty that is established in the case, other than to transport these apples to Albany and there deliver them to the Swiftsure line, the consignee named and designated by the plaintiffs. Their duty ended when they had duly delivered the property to the plaintiffs' consignee at Albany, and such delivery was equivalent to a delivery to the plaintiff at that place. When a carrier has received property for transportation, if he is liable for any loss or injury resulting from delay in its transportation or otherwise, while in his possession, such damages are to be appraised or fixed at the place of destination of such property. And the place of destination, in this sense, must, I think, in the absence of any express contract to deliver at a particular place, be where the route of the carrier ends. But this property was purchased for the New York market, and this was known to the defendants. It was delivered by them to the Swiftsure line at Albany, to be forwarded to New York, and was immediately forwarded to that city, and within a few days was received there by the plaintiffs, they paying the freight from Albany. The barrels were then opened and examined, and the condition of the apples and the injury to them from frost fully ascertained. Such injury could not fully have been determined at an earlier period. These facts all appeared at the trial. The question then is, assuming that the damages should have been assessed at the value, or depreciation of the apples at Albany, whether proof of such value or depreciation in the New York market was inadmissible and error. I think it was not, and that it was an element or species of evidence on the question of damages, and probably the best the case afforded. It furnished a pretty clear and satisfactory basis upon which the jury could estimate the damages of the plaintiff at Albany. If there was any difference of value between the two places, or the property was injured or depreciated after it left Albany, the defendants might have proved it. There is not in the case any proof of the kind, nor any suggestion to that effect; and for aught I can see in the case, I think it would have been entirely proper for the Circuit Judge to have instructed the jury that they might find the value of these apples to be their value, as proved in New York, deducting the freight on them from Albany to New York, and make any other allowance which they thought proper for the difference in value between the two places. This would be a fair method of estimating their value, and I can not see why it would not be a proper mode or rule for estimating damages in all such cases. (Vide *Wemple vs. Stewart*, 22 Barb. 154; 5 Denio, 56; 8 Wend, 435.) I think no exception could have lain to such a direction; and as it does not appear what was the precise direction of the Circuit Judge on this question of damages, and no error is alleged in respect to such instruction, I think we must assume that it was entirely satisfactory to both parties on this subject. And in this view, and upon this ground, also, I think these exceptions may be and should be overruled. If my brothers concur in these views, the judgment should be affirmed.—*American Railroad Journal*.

Cleveland, Painesville & Ashtabula Railroad.

This road is 95½ miles in length, extending from Cleveland, Ohio, to Erie, Pennsylvania, where it connects with the Erie & North East and Buffalo & State Line Railroads. It has 15½ miles of double track, and 18½ miles of sidings; also, 1 mile of branch road partly graded. The gauge of the road is 4 ft. 10 in. Weight of rail per yard, 57 lbs. The equipment consists of 36 locomotives, 26 passenger, 12 baggage, mail and express, 871 freight and stock, and 110 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers.....	\$834,254 85	\$1,069,323 88
" freight	1,283,994 14	1,125,592 72
" mail	21,650 00	21,000 00
" use of freight cars....	30,534 94	19,610 01
" interest	30,433 45	25,715 75
" miscellaneous.....	233,491 30	97,470 50
Totals	\$2,424,298 68	\$2,359,222 68

Summary of payments:

	1864.	1865.
For construction and equipment.....	\$398,747 22	\$35,375 59
Maintaining and operating the road	772,308 48	1,064,626 96
Dividends	975,815 00	400,000 00
Interest.....	105,000 00	105,000 00
Surplus funds.....	64,453 67	608,185 47
State tax on capital stock and tonnage	37,479 13	46,246 15
U. S. taxes	50,495 18	99,788 69
Totals	\$2,424,298 68	\$2,359,222 66

The expenses of operating and maintaining the road, buildings and equipment in the years named, have been as follows:

	1864.	1865.
Maintenance of way and buildings	\$279,755 46	\$378,166 49
Taxes—State and Government	87,974 31	146,034 84
Repairs of engines.....	35,764 43	61,908 81
" cars	69,460 78	79,576 12
Office expenses, etc	30,473 62	40,728 35
Agents and clerks.....	29,227 35	34,869 42
Labor, handling freight.....	49,705 10	55,532 78
Porters, watchmen and switchmen	14,785 00	18,592 26
Wood and water station attendance.....	9,400 00	11,575 00
Conductors, etc	45,500 00	50,275 00
Engine and firemen.....	21,700 00	25,300 00
Fuel and preparing.....	74,328 75	120,098 04
Oil and waste.....	10,475 62	21,801 79
Loss and damage.....	7,577 75	20,514 96
Use of freight cars.....	13,328 37	.....
General superintendence.....	6,000 00	6,000 00
Contingencies	75,825 25	139,034 65
Totals	\$860,282 79	\$1,210,661 80

Cost of road and equipment:

	1864.	1865.
Construction	\$3,766,139 38	\$3,802,763 63
Equipment.....	937,686 15	986,337 49
Totals	\$4,703,825 53	\$4,789,121 12

Stock and debt:

	1864.	1865.
Capital stock	\$4,000,000 00	\$5,000,000 00
Funded debt.....	1,501,000 00	1,500,000 00
Totals	\$5,501,000 00	\$6,500,000 00

The dividends declared in 1864 were: January, 16 per cent.; April, 5 per cent.; July, 5 per cent. In 1865: January, 5 per cent.; July, 5 per cent. and 25 per cent. in stock.

	1864.	1865.
Miles run by passenger trains.....	231,820	257,812
" freight	360,379	301,149
" other	15,390	13,955
Totals	607,589	572,916
Number of passengers.....	394,670	501,092
Tons of freight.....	657,817	597,306

The double track of the Western (Mass.) Railroad has been completed to Westfield, and next season it will be built to Washington. This will give a double track from Albany to Worcester.

The Strength of Steel.

ENGINEERS are often accused of passing by with indifference the strongest material of construction in existence—steel; and the accusation is usually couched in such terms as to convey a direct imputation on the enterprise, if not upon the knowledge, of the members of the profession. In point of fact, however, engineers are perfectly well aware that steel is a material of much promise, and that it apparently possesses peculiar advantages for many and highly important constructive purposes. Any imputation on the profession for lack of enterprise is, of course, more or less unfounded; and we must seek for some other reason to account for the fact that steel is not used quite as freely as it might be. We need not go far in search of this reason. Engineers, as a body, combine caution with enterprise after a very judicious fashion; and steel has not taken the place of wrought-iron in bridges, roofs, rails, or ships, principally because we know little or nothing about it. We are unable to draw a line and say, "Here we cease to find iron and begin to find steel;" nor can we tell accurately anything about the strains which the steels produced by different firms are best suited to withstand. The varieties of steel are endless; so endless, indeed, that it is still difficult to get a large order for steel of perfectly uniform quality executed by a single firm. Its execution by a number of firms would be out of the question. Considerable addition to our knowledge of all the properties of steel are absolutely indispensable to its more extended adoption as a material of construction. Why this information should still be lacking it is not, perhaps, very easy to say. It can not be doubted that the engineers and steel-makers of the United Kingdom would have found it to their mutual advantage to have long since organized such a means of inquiry into, and study of, the properties and peculiarities of the metal as should have left comparatively little now to be learned, at least as regards such well-known brands as can now be produced with at least tolerable uniformity. We presume that the apparent negligence which is really the cause of our present dearth of information, must be attributed to the fact that although an experimental inquiry, was required, no one was prepared to take the initiative in a very costly proceeding. We are pleased to find, however, that this difficulty has been got over, and it is quite possible that before a year has elapsed the world of engineers will be placed in possession of information the value of which it will be impossible to over-estimate.

Many readers are, we believe, aware that Mr. Kircaldy has recently erected in London, at very considerable expense, a testing machine which we shall not be far wrong in terming the most complete of its kind. The existence of this machine at once opened a way to the carrying out of a series of experiments on steel which did not before exist; and Mr. Scott Russell and Mr. Barlow suggested some months since that such a series should be carried out with its aid.

A preliminary series of 240 experiments will be commenced within the next fortnight. The experiment will be conducted with a view to determine the powers of resistance of various steels, supplied by the twelve subscribing firms, to tensile, compressive, bending, and torsional strains. The bars, 2 inches square and 15 feet long, as supplied, will be cut up into length of 50 inches for the tensile and compressive strains, and into lengths of

30 inches for the twisting and bending strains. These bars will be tested in sets of three, and although the square of 2 inches constitutes the initial form of cross section, this will be altered in every way required to afford a complete test of the merits of the different samples.—*Engineer.*

The Coal Resources of China.

In an interesting paper on this subject, read before the North of England Institute of Mining Engineers, it was stated that the price of English coal being high in China, the British Naval Commander-in-Chief, while on the Station, directed his attention to the mines of Pekin, to ascertain whether they yielded suitable steam coal, obtainable on reasonable terms. Inquiry was first made of the native coal merchants of Tientsin, the nearest treaty port to Pekin, and samples were shown of household coal, and also of coal of an admirable quality for steam purposes, brought from a mine among the hills. The mine is situated at a considerable village, named Chaitang, about 40 miles due west as the crow flies, but little short of 65 miles distant by the circuitive roads of hilly country. The coal was got from the hill sides. The coal at the pit's mouth was equal to 16s. per ton, and the maximum quantity that could be raised, with the rude means at hand, about 72 tons per day. At the period of Lieut. Howarth's visit not more than half a dozen miners were at work on the variety in which he was particularly interested; and the quantity brought to the surface per day did not exceed 4 or 5 tons, part of which was converted into coke before it left the village for economy of transport. The conveyance was by panniers on mules and donkeys, and the cost per ton at Pekin was £2, to which 13s. must be added at Tientsin, where English coal of the same quality could not be purchased under £4. The owners of the mines, when questioned on the subject, expressed themselves averse to the introduction of machinery as (they said) it would throw the miners out of employment; and they could not be made to see that more men would find work with mechanical means to assist them. They were also disinclined to sell or let the mines, as they already derive a good income from them and they had been in their families for generations. Such considerations, however, in China as elsewhere have found to give way to the temptation of dollars; and they may yet prevail with the coal owners of Chaitang.

It was ascertained that there were merchants at Tientsin, both native and foreign, who were prepared to form a company to construct a railway to the nearest port, and work the mines. "If such railway were constructed, it is more than probable that it would not be confined to the carrying of coal alone, as at one point of its course it would approach to within three miles of the southern pass through which all the traffic between China and Mongolia and Russia goes to and fro; and merchants, both native and foreign, would naturally avail themselves of the facilities it would offer." The mines of Chaitang are worked in a primitive manner. The seams crop out on the surface, and dip, in some places, at an angle of 30° or 40°. The shaft is driven through, and rough steps are cut on the incline, protected on their edges by rounded wooden battens, fastened from side to side of the pit. These also facilitate the progress of the skids, shod with iron, in bringing the coal to the surface; besides what is carried by the Chinese sling-pole with baskets on men's

shoulders. When the mine gets flooded (which frequently happens) the miners patiently and laboriously bring the water up in buckets, and if their endeavors cannot overcome the flood, the pit is abandoned and another opened. In like manner when fire-damp occurs, there is no means of carrying off the dangerous gas; while the lamp is open, and of the rudest construction; so that accidents are of common occurrence, and the best working mines have to be given up on account of the presence of fire-damp or other dangerous gases. Owing to all these drawbacks, but a small fraction, therefore, of the available coal in any of the pits any of the pits is brought to the surface; while from all that could be ascertained as to the extent of the coal, it seemed to be practically inexhaustible. The miners are not constantly employed at the pits, but leave them for field work in the hot season, when the demand for coal has almost ceased. They are just the ordinary laborers of the neighborhood, with no special skill for their work, which they do not resume until the harvest is secured. They are paid either by the day or the quantity, and the average daily wages is about 8d. The Lanho coal, reaching Tientsin by water carriage all the way, is sold at £2 per ton, or 13s. less than the Chaitang; but the latter is worth all the difference. The result of Lieut. Howarth's inquiries and observations are that he has been able to report to the Commander-in-Chief that coal of satisfactory quality, and in apparent unlimited quantity, can be procured at two places at least in the mountains to the north and west of Pekin; that the coal is obtainable at Tientsin or Taku at a cheaper rate than any other coal of corresponding quality; and that it is more than probable a moderate investment of capital, backed by European skill and energy, would so far cheapen the cost of carriage as to make the conveying of coal to other parts of the sea ward of China a profitable speculation.

Weekly Review of the Petroleum Market.

The oil market has been moderately active for the past week. The prospect for a rise in the river, has rendered holders firmer, but there has as yet been no material change in prices. The stock of oil on hand, crude and refined, at Pittsburg, last week, as ascertained by a committee of oil dealers, is stated to be 204,000 barrels. The foreign shipment to the present date, foots up 970,000 barrels. The amount on hand at this place of production, we have no means of arriving at. It is doubtless fully ample for all ordinary demands.

We give as the current quotations, \$4 per barrel at the wells; \$4 25 per barrel delivered on the bank of the creek or river, and \$4 75 @ \$5 per barrel at this point. The market closes firm, with a better feeling, and rates for the present week depend to some extent upon the chances of a rise in the Allegheny. If the river rises, prices will advance temporarily, anyhow. At least such is the opinion entertained by holders.

There have been heavy rains, both here and around us, and the prospect for more is favorable. Twenty-three inches of water in channel, and rising slowly. Freights to Pittsburg 75 cents per barrel, and small amounts being shipped.—*Oil City Register. Sept. 13.*

\$2,500,000 has been subscribed in Pittsburg and vicinity for the completion of the Allegheny Valley Railroad to Oil City. The road is to be completed, and the cars running by July, 1867.

General Freight Agents' Convention.

On Tuesday, September 25th, the General Freight Agents' Convention was held at Cleveland, and the following important resolutions were passed relative to the transportation of live stock:

Resolved, That this Convention indorses the action of the Convention held in New York, August 29th and 30th, upon the subject of the transportation of live stock by actual weight, and this association hereby resolves to carry live stock from all competing points only by actual weight, to be ascertained at the first point where the companies have scales, and the back charges to be charged upon the actual weight so ascertained—to take effect on October 1.

Resolved, That the minimum weights on all live stock shall be as follows: On double deck cars of hogs, 21,000 lbs.; on single deck cars of hogs, 14,000 lbs.; on cattle, 14,000 lbs.; on sheep, in double deck cars, 18,000 lbs., and in single deck cars, 14,000 lbs.; and excess of actual weight over the foregoing shall in all cases be charged at current rates.

Resolved, That on and after October 1st return passes to drovers and men in charge of stock be abolished, and all such persons be charged regular fare in returning.

The following rates per 100 lbs. live stock were adopted:

From—	To Buffalo and Salamanca.	To Pittsburg.	To Bell air.
Chicago, Joliet and State Line.....	55	55	55
Indianapolis	47	42	35
Jeffersonville	58	..	..
Cincinnati	45	36	26
Lafayette	51	..	..
Springfield, Ill.	67	67	..
Quincy, Ill.	80	..	..
Richmond, Ind.	45	..	..
Hamilton, Ill.	80	..	..
Dayton	42½	..	..
Columbus	35	..	..
Bellefontaine	35	35	..
Crestline	30	30	..
Urbana and Springfield.....	37½	..	..
Rates to Dunkirk 2½ cents less than to Buffalo.			

The Ohio River Improvement.

Mr. Roberts, Engineer by Government appointment, of the proposed improvement of the Ohio river, started down the river yesterday, to make preliminary observations. For this purpose, a light draught steamer, the "Greenback," Captain John Rodgers, has been chartered. Mr. Roberts will be accompanied and aided in his study of the channels and bars by Captain George Rowley, a river pilot of experience, and also by Captain John Kerr representing the coal boating interest.

Having with him Major Sanders' excellent charts of the most important points, showing the extreme low water state of the river, and memorandums of his report, and the reports of others, he is of the opinion that the present medium stage of water will suit the present investigation very well.—*Pittsburgh Chron.* Sept. 19.

We fear Mr. Roberts will have to try again next year, as the Ohio is full and we trust will remain so for six or eight months.

The reports of the Mariposa Mine continue favorable, more so than was anticipated by its managers. The steam amalgamating process has produced from the original ore \$45 per ton in gold equal to about \$40 net profit, against \$3 by the old mode. Arrangements are nearly completed to use the process on the tailings of the Josephine Mine, from which a large amount of gold can be got with moderate cost.

Opening of the New London and Northern Railroad Extension—Long Island Sound United with the St. Lawrence.

The special excursion train, belonging to the New London & Northern Railroad, which left here on Tuesday morning, Sept. 18th, in charge of Superintendent G. W. Bentley, for the purpose of conveying a large party of excursionists to Brattleboro' and back, to celebrate the completion of the extension of the New London & Northern Road from Amherst, Massachusetts, to Grout's Corner, a station on the confines of Vermont, arrived here on Thursday evening en route from Brattleboro'. The population turned out to welcome the excursionists at the different stations, the special train of six cars stopping at Norwich, Willimantic, Stafford Springs, Palmer, Mass.; Grout's Corner, Amherst and Brattleboro, Vt. At Brattleboro' a large number of the principal railroad men of Northern New England had assembled, and, after a complimentary dinner there, accompanied the excursionists back to New London. On Tuesday the entire party, numbering 200 of the principal railroad, manufacturing and commercial citizens of New England, paid a visit to the Pequot House three miles from New London, a special boat being chartered. In the evening a grand dinner was given by the company to the guests, and speeches were made by Gov. Hawley of Connecticut, Ex-Gov. Holbrook of Vermont, Mayor Allen of New London, Major-General Phelps of Brattleboro, the Hon. Alva Crocker of Fitchburg Mass., the Hon. A. Brandegee of Conn., and others. The leading journals of New York and New England had representatives present. The guests rested all night at the Pequot House, and on Friday morning paid a visit to the U. S. Frigate Sabine located in New London harbor. Capt. K. B. Lowry and his officers maneuvered the crew of 250 boys in gunnery exercise, and a salute of 15 guns was fired as Gov. Hawley entered the vessel, and an additional 15 as he left the Sabine. This afternoon the excursionists went on a pleasure trip 35 miles down Long Island Sound on board the steamer City of Boston, furnished by the Norwich Transportation Co., accompanied by a band of music. A magnificent collation was served on board, and the usual speeches were made.

The New London & Northern road, as extended at present to Crout's Corner, is 101 miles in length, and by the completion of the new track, the head waters of Long Island Sound are placed in direct communication with the waters of the Rivers St. Lawrence. The total cost of the entire road is \$1,200,000, or \$12,000 per mile, the recent extension costing the sum of \$300,000.—*N. Y. Tribune.*

FIRST USE OF COAL.—The Belgians claim to have been the first to discover the uses of coal; and this discovery, they say, was made by one Hullo, a blacksmith, of the village of Plenevaux, near Liege, in the year 1049, from whose name they derive the word 'houille.' Coal was first used as fuel in London in the latter part of the 13th century; but the smoke was considered so injurious to the public health that Parliament petitioned King Edward I. to prohibit its burning, as an intolerable nuisance. He complied, and issued his proclamation against it. The most severe measures were then employed to abolish its use—fines, imprisonment, and the destruction of furnaces and work-shops where it was used.—*London Mining Journal.*

The Cycloscope, for setting out Railway or other Curves without the aid of the Transit Theodolite.

BY MR. H. TEMPLE HUMPHREYS.

At a recent meeting of the Institution of Civil Engineers, Mr. H. Temple Humphreys, Assoc. Inst. C. E., exhibited and explained, with diagrams, an instrument called the Cycloscope, for setting out railway or other curves without the aid of the transit theodolite, &c. Externally it somewhat resembled a box-s sextant. It was composed of two essential parts only, viz: two plane mirrors, one of which was silvered over the whole of its surface, and the other over one-half of its surface. By a law of physical optics, which was called either combined or successive reflexions, a series of images would be formed in the half mirror, which were rendered available to set out any curve of any given radius by applying the eye to an eye-hole in the back of the whole mirror, and, at the same time, setting the two mirrors at an angle to one another equal to the required tangential angle. Then the several successive reflected images of a ranging-rod, for instance, were seen to lie upon the circumference of a mathematically true circle. The curve was then readily set out in the field by simply placing other ranging-rods in line with these several images. This could be done by looking through the unsilvered half of the half mirror, and planting the rods opposite to and overlapping the successive reflexions. No error could arise in the manipulation, and the whole process of setting out a true curve was shortened and simplified. After setting the mirrors to the requisite tangential angle, no further adjustment or support was needed than could be afforded by the top of a ranging-rod placed at the commencement of the curve and shifted occasionally to any stake on the curve that the limits of distinct vision might require. *London Mechanics' Magazine.*

Toledo & Saginaw (Mich.) Railroad.

The *Saginaw Enterprise* copies our article relative to the Toledo & Saginaw Railroad, and says it is pleased to see a large and increasing interest manifested in railroad matters. It says the "Toledo, Ann Arbor & Saginaw road has a good line, running through one of the best and wealthiest sections of Michigan, and giving us the shortest and most direct connection with the great roads running south of Lake Erie.

But the advantages which are offered do not stop at Toledo. They apply with equal force and as much local benefit to Lansing, Jackson, Ann Arbor, Adrian, and all the towns along the Michigan Central Railroad, as to that city. These cities and towns all depend upon Saginaw for lumber and salt, and we depend upon them for the major part of the necessities of life. The interest is mutual, and while they reach out to us their attempts to open new and cheaper avenues for their trade and convenience, we should be ready and willing to reciprocate with a liberal hand."—*Toledo Blade.*

An injunction has been served on the directors of the Connecticut and Passumpsic Railroad Company, in Vermont, to prevent the issuing of new stock below the par of \$100 per share, as being contrary to the laws of the state. The application for injunction includes the non-payment of dividends, and the appointment of a receiver. The stock is largely owned in Boston.

Railways in Australia.

The official report of the Government of Victoria in regard to railway enterprise in that colony is extremely satisfactory, and must afford assurance to the English holders of Victorian securities that their money has been instrumental in bringing into existence great works which are from year to year increasingly reproductive. Our Government railways are now paying a net dividend of $4\frac{1}{2}$ per cent, which exceeds what many much older English lines are paying. We pay the English holders of our railway scrip 6 per cent interest on the loan, so that we have only to raise the profits from our lines a further $1\frac{1}{2}$ per cent to make them entirely self-supporting. Their construction cost nearly nine millions of money, and it is said that similar works could now be completed for six. The gross increase of receipts during 1865 was £69,939, and the increased cost of working £13,000, but in the year preceding the Echuca extension only came into account in part. The traffic has increased at every station save the Sandhurst one, and more especially at the roadside stations, which at first were established under strong misgivings that they would involve a loss. The goods traffic has also steadily increased, the receipts from this source being—in 1861 43 per cent of the whole, and in 1866 $56\frac{1}{2}$ per cent. The future rate of increase will probably be still more rapid from the increased cultivation of land now going on under the operation of the new act. The increase from the Murray line during 1865 was £50,000, mainly due to the Echuca Extension. The increase from the Williamstown line is £28,000 and from the Ballarat line £20,000. The lines are described by the engineer-in-chief to be in excellent order.

Memphis and Little Rock Railroad.

We learn from Col. Robertson, President of this road, that a contract was signed on the 23d ult., by which Col. D. H. Feger engages to complete the railroad from Hopefield, on the Mississippi, to the St. Francis River, forty-two miles, by the first of January next. The road from White River to Little Rock, thirty-five miles, is now in operation. The intervening space, between White and St. Francis Rivers, thirty-five miles is partially graded. The Little Rock Railroad will be one of the principal feeders to the commerce and the business of Memphis, and its importance to the prosperity of that city cannot be overestimated. The work is to be commenced in a few days, and prosecuted with the utmost vigor.—*Am. R. R. Jour.*

London papers says that, at a meeting of the shareholders and bondholders of the London, Chatham and Dover Railroad, it was stated that there had been an over issue of the Company's bonds, to the extent of £128,000, equal to nearly one-third of the whole sum authorized. The Directors called on their contractor, Sir M. Peto, to explain. Sir M. Peto acknowledged that he had been instrumental in [thus disposing of documents which were in their nature really fraudulent, but said that if he had not done so, he and the Company must have both stopped together—which both have done since.

The machine shops of the Burlington and Missouri River Railroad, at Burlington, Iowa, were burned on the 8th inst.

Death of the First American Manufacturer of Locomotives.

The death of M. W. Baldwin, Esq., took place at his country residence, Wissanoming, near Tacony, Pa., on the 7th inst. Mr. Baldwin has been identified with American manufactures in a most important branch, and in a very prominent position, for many years. When the intelligence reached this country of the successful operation of steam locomotives upon the Liverpool and Manchester Railroad, in 1829, Mr. Baldwin built the first model locomotive engine constructed in this country. It was a small affair, of limited power, but it was thought to be of sufficient importance to introduce to the notice of the public. It was run upon a small railroad laid down in the long rooms of the Philadelphia Museum in the Arcade, which gave to the miniature carriage a considerable circuit to travel. The career of this rude little machine was one day brought to a sudden end by a harmless explosion. From the time of this experiment, Mr. Baldwin turned his attention to the construction of locomotives, being, we believe, the first manufacturer of those engines in this country. From small beginnings, this enterprise rose to a manufacture of immense importance employing 1000 workmen in Mr. Baldwin's shops, which became very extensive buildings. With all the improvements in this class of engines Mr. Baldwin kept pace, and introduced many modifications of the working machinery of his own invention. Personally, Mr. Baldwin was a gentleman of liberality and worth.

Immediately after Mr. Baldwin's death, on Friday, a telegram was sent, via Atlantic cable, to his partner, who was then in England, asking him to return; and a reply was received in a few hours, stating that he would leave on the next day!—*Artisan*

Albany and Susquehanna Railroad.

The following gentleman have been elected directors of this road for the ensuing year. Joseph H. Ramsay, Albany; Peter Cagger Albany; Charles Courter, Cobleskill; Charles Godyear, Schoharie C. H.; John Westover, Richmondville; John Cook, Worchester; Jared Goodyear, Colliersville; Elikim R. Ford, Oneonta; Samuel R. Follett, Otego; Arnold B. Watson, Unadilla; Lewis Northup, Central Village; Alonzo Everts, Binghampton; Daniel Drew, New York. At a subsequent meeting of directors, Joseph H. Ramsey, Esq., was re-elected President and Charles Courter, Vice President.

Marietta & Cincinnati Railroad Company.

Statement of approximate earnings for the third week in September, 1866:

	1866.	1865.
Passengers.....	\$8,073 00	\$10,327 25
Freight.....	13,583 00	14,299 50
Mail, express and telegraph.....	2,385 00	1,500 00
Total.....	\$24,041 00	\$26,126 75
Total this month to date....	\$74,761 00	\$84,470 00

Total for the fiscal year commencing January 1.....\$319,194 00 \$319,734 03

TELEGRAPH ROUTE VIA GREENLAND.—It is stated that the project of uniting the Western Continent with Europe by a telegraph cable, via the Faroe Isles and Greenland, is still under consideration. One of the directors of the company is in the Danish capital to settle the final details with that Government.

RAILROAD ITEMS.

The entire estimated cost of the Richmond and Newport News Railroad—to be put in running order—is said to be \$1,073,610.

The track of the Iowa line of the Chicago & North Western Railway Company is laid to within 85 miles of Omaha. The grading is well ahead of the track-layers, and will be finished in November, as it is being laid at the rate of about a mile a day.

The earnings of the McGregor Western Railway for August, were:

1866.....	\$14,700
1865.....	18,322

Decrease.....\$3,622

The Registrar-General of the three kingdoms estimates the population at the present time—August, 1866—as follows: England and Wales, 21,210,020; Scotland, 3,163,413; Ireland, 5,371,871. Total, 29,935,404. Population of the United States, (census of 1860), 31,443,321.

The Chicago and Northwestern Railroad Company have nearly completed a negotiation that will give them about two millions of dollars of additional rolling stock, to be paid for gradually in cash. The friends of the road claim that this addition to their facilities will run the earnings of the fall to a million and a quarter per month.

THE HUDSON RIVER & HARLEM RAILWAY.—The Supreme Court, on Tuesday, August 14, made the temporary injunction perpetual and absolute in the suit of the State and Ann Walter et al. vs. The City of New York and the New York and Harlem Railway Company. Hence the company are prohibited from building a railroad in in One Hundred and Twenty-fifth and Manhattan streets, as they contemplated doing.

The total imports at New York for the week compare as follows:

Week ending..	Sept. 21.	Sept. 14.	Sept. 7.	Aug. 31.
Dry Goods.....	\$2,462,663	\$2,914,072	\$3,136,719	\$3,523,193
Gen'l md' se.....	3,028,249	3,256,437	2,754,152	2,223,975

Total....\$5,490,912 \$6,170,509 \$5,890,871 \$5,757,168

The New York imports of dry goods compare as follows:

	1864.	1865.	1866.
Entered at the port....	\$630,342	\$4,420,412	\$2,462,663
Thrown on market.....	1,457,159	4,378,185	2,623,761

At the annual meeting of the Hartford and New Haven Railroad Company, the income and expenditures for the past year were stated as follows:

From passengers.....	\$909,352 21
From freight.....	630,911 62
From expresses.....	47,491 39
Rents and wharfage.....	4,138 84

Total earnings.....	\$1,594,804 13
Transportation expenses, &c.....	\$958,428 52
Interest.....	32,489 92
Taxes, State and National.....	121 805 08
Total.....	\$1,132,709 52

Net earnings.....\$459,196 61

The following gentlemen were elected Directors for the ensuing year: Charles F. Pond, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. H. Parsons. A quarterly dividend of 3 per cent. was declared, payable on the 1st of October.

At a meeting of the stockholders of the Union Pacific Railroad, (Eastern Division Kansas Branch) at Pittsburg on the 7th inst., contracts were entered into for the construction and equipment of the road from Fort Riley to a point 250 miles west of that place, to be completed by Dec. 1, 1867. Six thousand tons of iron were purchased, being enough to iron a distance of 72 miles. The grading and ties are now in readiness for a section of 30 miles west of Fort Riley.

The Mariposa Company has received a telegram dated Sept. 4, stating that the last week's run made by the Eureka machinery yielded \$34 per ton, while the same quality of ore run through the old mode of working gave only \$9 per ton. The whole cost of production is less than \$6 per ton, giving a net profit of \$28 per ton by the new way of working. This increased yield is from saving the fine float gold which heretofore has been lost.

AN IMPROVEMENT—The Hudson River road has put into its up tracks, south of Manhattanville, several thousand tons of steel rails. The track has been relaid, and five ties put in where four were taken up. The new rail is laid with long chairs extending from tie to tie, and instead of the heads of the rails being pounded by ever passing wheels, a smooth service is presented, which reduces the motion of the cars and the wear and tear of the rolling stock to a degree which will tell seriously upon the cost of repairs.

AUSTRALIAN GOLD.—The value of the gold imported into England from the Australian colonies appears to have revived this year, having amounted, in the six months ending June 30, to £2,616,466, as compared with £1,289,108 in the corresponding period of 1865, and £1,816,897 in the corresponding period of 1864. The value of the Australian gold imported in the whole of 1865 was £5,051,170; in 1864, £2,656,971; in 1863, £5,995,368; in 1862, £6,704,753; in 1861, £6,331,225; in 1860, £6,619,000; in 1859, £8,624,561; and in 1858, £9,064,763. This year's imports of Australian gold thus promise to attain a respectable total. In New South Wales especially observe that the yield of gold has been increasing of late. In the last ten year's aggregate value of the gold imported from Australia has been about £60,000,000—a great fact.

JUNCTION RAILROAD.—The great flood of this month made no impression upon the Junction Railroad, which throughout was in fine working order to Connorsville and Cambridge City. The massive masonry and splendid bridge structures stood the severest tests to which, in all probability, they will ever be subjected, and the credit of this evidence of the substantial character of the work is due chiefly to Mr. A. H. Campbell, Chief Engineer, under whose direction the road was built. The result is attributable not to good luck, but to good work planned by a master mind and executed with reference to durability. This road is now receiving freight for Indianapolis, St. Louis and all points West. It connects with the Indiana Central road at Cambridge City. The work on the road west of Connorsville toward Indianapolis, is being pushed as rapidly as the weather will permit. The cars are expected to be running to Rushville by the 1st of January.—*Gaz.*

ARTIFICIAL IVORY.—We learn from the *Les Mondes* that an artificial ivory is made in France by M. Dupre, from a simple paste of papier mache and gelatine. Billiard balls formed of this material, though barely a third of the price of those made from real ivory, are yet so durable and elastic that they can be thrown from the top of a house on to the pavement, or violently struck with a hammer without injury. With this same paste, to which the name of Parisian marble is given, among many other things the finest and most complicated mouldings for ceilings can be made, or capitals of columns can be constructed in any color, so as to resemble the most valuable marbles.—*London Reader.*

MONETARY AND COMMERCIAL.

The most important and exciting question of the past week has been, the weather and its effect upon the corn crop and its products—pork and whisky. The same fears are also in a measure applicable to the potato crop, both having suffered serious injury. The amount of rain that has fallen in the past few weeks over the entire West, is greater than was ever known at this season of the year, the overflowing of streams producing devastation and destruction unprecedented. Nearly all the railways have suffered more or less in the destruction of bridges, culverts, embankments and roadway, and some time will be required to fully repair the evil. Of the extent of damage done it would be impossible to form an approximate estimate.

At the discount houses the demand for money has been moderate and bankers have been able to meet the wants of their customers on all acceptable offerings. Rates are firm at from 8 to 12 per cent, 10 being the ruling figure.

The Exchange market has been more firm, and rates advanced to par buying, and 1-10 prem. selling. The supply, however, is abundant, and rates will not vary much. The usual quotations are:

	Buying.	Selling.
New York.....	par.	5 ¹ / ₂ @1-10 prem.
Philadelphia.....	par.	50@1-10 prem.
Boston.....	par.	50@1-10 prem.
Gold.....	143 ³ / ₄	144 ¹ / ₄
Silver.....	130@133	133@134

The movements of the New York Gold market show a downward tendency, although the fall is not so great as might be expected from the influx of the precious metals. The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
September 20.....	145 ¹ / ₂	145 ³ / ₄	144 ¹ / ₂	144 ¹ / ₂
" 21.....	143 ³ / ₄	144	143 ³ / ₄	143 ³ / ₄
" 22.....	143 ³ / ₄	143 ³ / ₄	143 ¹ / ₂	143 ³ / ₄
" 24.....	143 ¹ / ₂	144 ¹ / ₂	143 ¹ / ₂	144 ¹ / ₂
" 25.....	144 ¹ / ₂	144 ³ / ₄	144 ¹ / ₂	144 ¹ / ₂
" 26.....	144 ¹ / ₂	145	144 ¹ / ₂	145

The market for Governments is good, and prices are more firm. The quotations are:

	Buying.	Selling.
5-20s, 1st series.....	110 ¹ / ₂	111 ¹ / ₂
5-20s, 2d series.....	104	104 ¹ / ₂
5-20s, 3d series.....	108	108 ¹ / ₂
10-40s.....	98 ¹ / ₂	98 ¹ / ₂ @ 99
7-30s, August.....	105 ¹ / ₂	106
7-30s, June.....	105 ¹ / ₂	106
7-30s, July.....	105 ¹ / ₂	106

Of the New York market the *Tribune* of Tuesday says:

Money continues abundant on call, and large amounts can be had at 4@5 per cent. There is no large amount of commercial paper offering at the discount houses, and rates are steady. Best names pass at 5 per cent, and good at 5¹/₂@6 per cent.

The bank statement shows a further increase of loans, with a moderate gain in the specie line. The deposits, legal tenders and circulation are all lower than at the last return.

Government stocks were steady, with a fair demand. State stocks were in moderate request at the full quotations.

After the call the market was steady, and remained firm until the Second Board. At the Second Board the market was firm on New York Central and Reading. The Northwestern shares and Rock Island are steady on the balance of the list. Cumberland was strong, and sold at 52. After the call the market was very irregular. Toledo advanced to 121¹/₂, and Cumberland Coal 52¹/₂; the balance of the market was dull, and not strong. The closing quotations were: Ohio and Mississippi, 29³/₄@29³/₄; Canton Company, 53¹/₂@54¹/₂; Boston Water Power, 34¹/₂@35; Cumberland Preferred, 51¹/₂@52; Quicksilver, 52@52¹/₂; Mariposa, 15@15¹/₂; Mariposa Preferred, 34¹/₂@34¹/₂; New York Central, 107¹/₂@107¹/₂; Erie, 75¹/₂@75¹/₂; Hudson River, 120¹/₂@121¹/₂; Reading, 116¹/₂@116¹/₂; Michigan Southern, 84¹/₂@84¹/₂; Cleveland and Pittsburg, 87@87¹/₂; Cleveland and Toledo, 121¹/₂@122¹/₂; Rock Island, 111¹/₂@111¹/₂; Northwestern, 35¹/₂@36; Northwestern Preferred, 67¹/₂@68; Ft. Wayne, 106@106¹/₂.

THE STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

a locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Car Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,

48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

WRIGHTSON & CO.

RAILROAD PRINTERS,

167 Walnut St., Cincinnati.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

A FORTUNE IN ONE DAY!! GREAT EXCITEMENT! \$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be distributed
Gratis to the Holders
of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc., title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	
	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written, to

J. J. ADAMS,
Manager and Agent,
61 Nassau St., N. Y.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,

WM. MERCER,
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R. B. MORE,
Late Master Car Builder,
C.H.&D.&D.M.R.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

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B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug. 2, tf.]

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1,	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2,	10 " "	6 1/2 " "	35 " "
3,	8 " "	11 " "	36 " "
4,	8 " "	9 " "	35 " "
5,	7 1/2 " "	6 1/2 " "	30 " "
6,	10 " "	8 " "	40 " "
7,	7 1/2 " "	8 " "	35 " "

PHILIP S. JUSTICE, President.

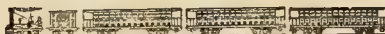
No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

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P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut.

Ohio & Mississippi.

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Samuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnet House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent.

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James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.
T. J. Gettler, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

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Cleveland, Col. & Cin. Lake Shore and Erie Railway.

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H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:30 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

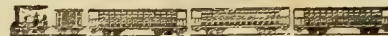
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night
9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.
12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.
8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN, from Cincinnati, arrives at New York at 6:00 a. m. next day.
3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.
9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.
7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

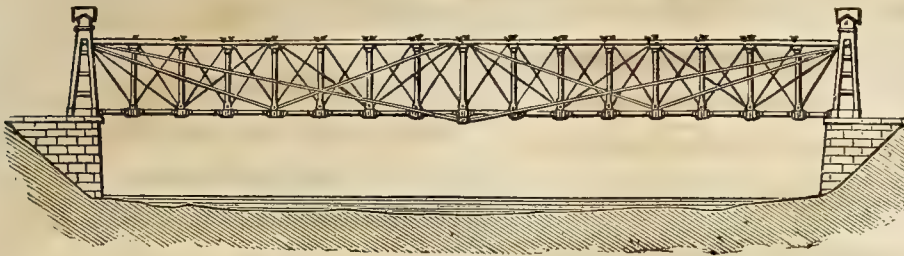
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

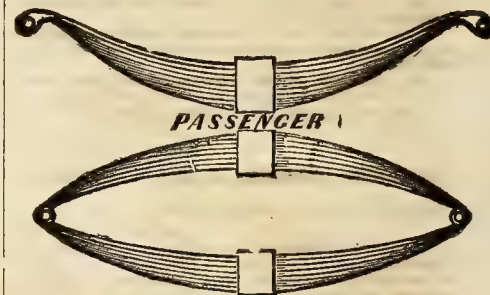
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms,

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio River and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

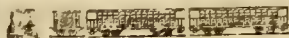
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLAR AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES.

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY.

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rod

Bar of all Sizes.

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., NY. G. MORRIS.
CHAS. WHEELER, S. P. M. TASKER

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS.—Leave Philadelphia for Baltimore and Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

Editors

CINCINNATI:
THURSDAY, OCTOBER 4, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	8:30 P. M.	6:40 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	9:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

Increase of the Northwest—Curious Facts in Population—Marriages.

We have coming in some of the semi-decennial (five year) returns of population. Some of them we had last year, but some are only now completed. In New York, as well as several other States, the census was taken in 1865 just at the close of the war, and which, therefore, was most unfavorable to show the elements of growth. There were many persons who said the population was going back during the war, just as many now say the negroes are diminishing in number. Neither is true. The whole population of the country increased during the war, and the negroes are increasing now. It is true that many negroes are killed and starved in the South; but the natural increase more than makes up for that. In the city of New York the census of 1865 showed a decrease of people, and the citizens of New York were very much outraged that the census did not do better than that. But there was no reason to complain. One-fourth of the people who do business in New York live in New Jersey and on Long Island; and the buildings they would have inhabited in New York are made into stores. This is the process in the city of New York; and no one need expect that the population of New York will ever grow as fast as it has done. In the great Middle and Western States the reverse is true. There, not only immigration from Europe, but a still greater immigration from New England and New York is constantly going on. The population of all the States west of the Allegheny mountains is increasing rapidly, but the oldest and most eastern the least so. Here we may notice two great facts in the movements of populations:

1. Population moves, with very little exception, *on lines of latitude*. We think men are governed by reason, and not by interest; but their reason follows their interest. We think that A, B and C, when they move from New England and New York west, would just as soon go into Louisiana or Alabama as Minnesota or Iowa. Not at all. They move on lines of latitude, which brings them naturally and instinctively into the same climate. While slavery existed it might be said, and it was true, that slavery kept them away from the South—and so it did many; but there were many who would have gone there but from an intuitive dread of the climate. The census disclosure of nativities gives a very curious illustration of this principle. Draw lines of latitude through the continent, and you find them passing through Alabama, Mississippi and Louisiana. Then turn to the *nativities*, and you find those States almost entirely settled from the Carolinas and Georgia. Then pass lines of latitude through Virginia, and you find them passing through Kentucky and Missouri; and you also find

the original inhabitants of those States almost wholly from Virginia. Again: Pass lines of latitude through New England, and you find them passing through Northern Ohio, Michigan, Wisconsin and Minnesota; and there you find great bodies of New England people have settled. Population moves on lines of latitude instinctively—with some exceptions, which are confined to the professions, and mechanics who find employment in the cities of the South.

2. In going west the agricultural population always seek, first, *fresh, virgin lands*. In the South they might find these on the lower Mississippi, but only for the culture of cotton, which was only cultivated by negroes. Hence the Northern farmer, while he would like the lands, would not go where he had to meet what he deemed the dangerous elements of climate and negroes. Therefore he sought the rich lands, especially the alluvial parts in the temperate and white settled valley of the upper Mississippi. Some of the more broken Western States—such as Michigan, Wisconsin and Minnesota—have not so large a body of fine lands, but have an immense amount of lumber and minerals. Take, for example, the single article of pine lumber. In Ohio, Indiana and Kentucky this lumber is scarce, and the value of pine lumber has increased immensely. Here, then, the States of Michigan and Wisconsin, and, far to the north, the territories of British America, have resources which fully compensate for the want of a warm climate.

The census of Wisconsin has just been published in full, and Wisconsin increased in five years about 11 per cent., notwithstanding the heavy draft for men who went into the war. But these went, as it is said, by "watches;" that is, not more than one-third were absent at one time. And, while the war was going on, the foreign immigration continued; and in Wisconsin they made nearly half the population of the State. The instinctive adherence to *climate* is shown by the fact that the Norwegians who come to this country have gone almost exclusively to Wisconsin, a climate similar to their own. The *Financial Chronicle*, in reviewing the census of Wisconsin, gives the following summary:

Such have been the active agencies which have sustained Wisconsin (and probably many of her sister States) through the war. In 1860, when the last Federal census was had, the population of the State of Wisconsin was 775,881. According to the State census of 1865, it was found to be 868,937. Here we have an increase, notwithstanding war drafts and their naturally expected results, of 93,056, which is equal to an addition of twelve to every hundred of the population of 1860. Some few counties appear to have lost, but generally the increase has been remarkably uniform, though much greater in the urban than in the agricultural districts. The following table will illustrate the latter proposition:

	1860.	1865.	Increase.
Population of 9 cities of 5,000 and upward.....	92,096	121,512	31.9 p. c.
Population of 16 cities and villages (2,500 to 5,000).....	40,758	59,446	45.9 "
Population of 9 cities and villages (1,250 to 2,500).....	11,991	17,319	53.3 "
Total, 34 cities and villages.....	144,141	198,271	37.4 p. c.
Agricultural districts.....	631,736	670,666	6.3 "

The tendency of the population to concentrate in cities and villages is here remarkable. Thus, while the agricultural population has increased only 6.3 per cent. in the five years (1860-'65), the urban and village population has increased 37.4 per cent. The greater activity of business on account of the war will explain this centralization. Centralized labor was required while the war lasted, in carrying on the peculiar commerce created by it. It will be seen, however, on reference to the tables of county and city population (given below), that the "railroad towns" have most largely partaken of the increase, and this will be permanent, while the increase of the agricultural towns will be redistributed to its normal localities in the open country.

The growth of some of the cities of Wisconsin may be seen in the following table:

	1860.	1865.
Milwaukee.....	43,946	55,241
Fond du Lac.....	5,431	12,491
Oshkosh.....	6,064	10,069
Madison.....	6,579	9,995
Janesville.....	7,541	8,427
Racine.....	7,751	8,041
Sheboygan.....	4,258	6,129
La Crosse.....	3,824	5,037
Kenosha.....	3,968	4,056
Beloit.....	4,073	4,880
Prairie du Chien.....	2,370	3,536
Green Bay.....	2,261	3,361

These are well known towns—all but one or two on railroads. They have increased 33 per cent. in five years. If this growth should continue, they will be, in ten or fifteen years, large cities.

We come now to another curious fact—that is, the increase of marriages *since the war*. If we reflect that four-fifths of the soldiers were young men, most of them unmarried, it will appear a natural consequence that marriages should increase on their return home; and such is the fact. In the year 1860, prior to the war, the number of marriages had reached 24,000 per annum, and they never were much more. In the year ending July 1, 1866—that is, the year immediately following the war—the marriages in Ohio have reached 30,000. That is, in the year after the war there were six thousand more marriages in Ohio than in the year previous to the war! It is an increase of 25 per cent. During the war the marriages fell off to 22,000. They will probably never again increase so rapidly as they did in the year 1865. But in this country there are no impediments to marriage, and marriages will also increase as fast as young men and maidens arrive at maturity. This fact obviously makes the *natural increase* of population in this country as large as it can be, and that is about 25 per cent. decennially, or 2½ per cent. per annum. All the increase of population in this country above 25 per cent. per annum, is due to foreign immigration, which brings up the decennial increase to 34 per cent. The laws of population are curious, and we shall again return to this subject.

Boston & Maine Railroad.

The earnings and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

Earnings.	1865.	1866.
From passengers.....	\$24,700 97	\$943,292 30
" freight.....	394,03 53	519,065 70
" rents.....	20,508 00	12,729 94
" mails.....	11,991 41	11,104 46
" interest and dividends.....	14,729 34	10,996 85
" P., S. & P. R. R.....	30,000 00	10,000 00
	\$1,295,968 65	\$1,521,159 23
Expenses, viz:		
Repairs of road.....	\$142,661 43	\$136,655 54
" bridges.....	31,270 09	27,870 52
" stations, etc.....	55,729 20	32,941 26
" locomotives.....	49,370 27	63,745 29
" cars.....	47,950 24	71,730 85
Coal for locomotives.....	64,980 62	59,408 22
Wood.....	68,849 12	75,812 65
Switchmen, gatemen, etc.....	33,860 21	38,123 43
Passenger expenses.....	103,201 18	112,023 25
Freight.....	90,060 76	92,751 22
Oil and waste.....	17,777 90	18,184 11
Sawing and pumping.....	19,410 94	22,591 98
General expenses.....	15,642 49	20,410 11
Taxes.....	117,238 03	104,515 68
Danvers Railroad rent.....	7,500 00	7,500 00
Insurance.....	3,551 80	3,550 00
Damages and gratuities.....	4,580 53	7,876 71
Removing snow and ice.....	1,937 88	245 36
Depreciation of locomotives and cars.....	8,247 00	84,344 03
Renewal of rail.....	48,552 13	36,529 26
	\$928,400 91	\$1,017,219 43
Net earnings.....	\$367,167 94	\$50,939 82
Deduct estimate of unadjusted liabilities and depreciation of material.....	\$69,454 31	
Deduct tax on dividends and surplus.....	20,673 03	\$110,127 34
Leaving a surplus of.....		\$393,812 48

Compared with 1865, the gross earnings of 1866 show an increase of \$225,190 40; with an increase in expenses of \$88,418 52—making an increase in net earnings of \$136,771 88. The report says:

The history of this corporation for the past year has not been marked by events of an unusual character. Its operations have been carried on efficiently and successfully. The results, it is believed, are satisfactory to the shareholders. The net receipts, by those residing in Massachusetts and New Hampshire, have been nine dollars per share, free from all National, State or municipal taxes; while the undivided earnings, including what is placed in suspense account for contingencies, is more than one hundred thousand dollars larger than it was last year.

The gross revenue, from all sources, for the year ending May 31, 1866.....	\$1,521,159 23
The expenditures of every kind, including taxes, depreciation of cars, engines, &c., is.....	1,037,892 36
Placed to the credit of profit and loss account to meet contingencies.....	\$483,266 79
Net proceeds.....	\$393,812 48
Deduct two dividends, 9 per cent.....	369,513 00
Balance.....	\$24,299 48
This being added to the sum of former balances.....	\$53,639 47
Makes the present amount of undivided earnings.....	\$82,952 95
The construction accounts show that the railway and equipments cost.....	\$1,112,810 91
Received for sale of shares.....	4,076,974 52
This amount of.....	\$335,836 39
is a part of the undivided earnings.	
The construction accounts last year amounted to.....	\$4,329,651 28
The car and engine accounts have been reduced.....	59,923 37
Add amount paid for the Eben. Smith property in Boston.....	\$3,093 00
And we have, as stated above.....	\$4,412,810 91

The engines and cars, although standing on the books at a reduced sum, as compared

with the last year, are not by any means to be considered as having decreased in value. On the contrary, the real value of the rolling stock is largely increased. But it was thought advisable that the accounts representing the equipment of the road should be made up substantially as they were several years ago, and that they should not be allowed to increase.

The past year has witnessed the close of the old suits growing out of our location in Boston. After a contest of about twenty years duration, in various actions brought against this corporation by the late Eben. Smith, in all of which that were decided by the Court he was defeated, the matter was finally settled by his executors and heirs. Although this litigation was vexatious and expensive, yet this corporation lost nothing in the end by it.

By the arrangement and purchase made, we have come into full possession and ownership of all the property from Haymarket Square to Charles River—being bounded on one side by Haverhill street and the Fitchburg Railroad, and on the other side by Canal street and land of the Eastern Railroad Company.

We have a large tract of land between Haymarket Square and Causeway street, upon which improvements of a permanent character can now be made. The land is valuable, and should be occupied, so far as needed, in such a manner as to afford additional facilities for railroad purposes. In addition to this, permanent structures might be erected which could be made to yield a remunerative income. At a proper time a large sum of money could be thus expended with great advantage to the corporation.

It is now thirty years since the first portion of this road was put into operation—the branch between Andover and Wilmington. Twenty years have elapsed since the road was fully completed from South Berwick Junction to Haymarket Square in Boston—a distance of about seventy-five miles.

It is more than fifteen years since any new shares of stock have been issued by the corporation. The number of shares actually sold and upon which dividends have been made since 1850, is 41,557. These were sold for \$4,076,974 52—a discount from their par value of \$78,725 48. This is the actual capital derived from stock. Since that time the road has been kept in good running order. Its road has been greatly improved. The engines have been increased very considerably in number and efficiency. We have more cars of every description and of superior workmanship. Until after 1850, the gross revenue never amounted to the sum of \$800,000 per annum. It has gradually and steadily increased from that time to the present, except in times of great depression in business, as in 1857-'58, and in 1861-'62.

The amount received, as surplus, from the Portland, Saco & Portsmouth road is less by \$20,000 than in the previous year. This does not arise from any diminution of the net income of that road.

During the last financial year its improvement account, in which this corporation is equally interested with the Eastern road, has been increased from \$81,839 20 to \$87,229 95, and the sum placed to the credit of this corporation has been increased from \$71,778 76 to \$108,734 56. Large additions have also been made to its equipment. Several improvements and additions are contemplated. A new engine house and machine shop are to

be erected. New passenger and freight buildings are much needed.

These circumstances will have a tendency to lessen the surplus which we might otherwise reasonably expect to receive from that source.

The whole amount of earnings on our road, from business to and from that road for the past year, was, for passengers, \$145,240 31, and for freight, \$94,441 91. This latter item will be subject to some variation upon a full settlement of the principle upon which the division of the freight earnings, jointly participated in by, both corporations, shall be made.

It should be understood, however, that the Boston & Maine and the Eastern furnish the cars for the passenger business on the Portland, Saco & Portsmouth road, for which no charge is made.

There has been no change, during the past year, in our relation with connecting roads.

Upon a full review of the operations of this corporation for the past year, your Directors have no hesitation in expressing their undiminished confidence in the value of your investment. The experience of every year tends to increase this confidence.

The number of miles run by passenger trains was 479,996; freight trains, 239,654, gravel trains, 10,146; extra trains, 17,476—total miles run, 747,272. Number of passengers carried, 2,899,432; do. carried one mile, 41,021,967—an increase of 2,101,095. Tons of merchandise carried, 310,396; do. carried one mile, 9,659,911—increased, 642,952.

Condensed Balance Sheet.

	1865.	1866.
Construction.....	\$3,843,170 68	\$3,966,253 68
Equipment.....	505,490 60	446,537 23
Property accounts.....	134,557 43	140,433 78
Cash.....	115,152	17,338 88
Notes.....	116,000 00	268,100 00
Open accounts.....	80,084 14	77,047 05
B & M R. R. stock.....	50,000 00	50,000 00
Danvers R. R. bonds.....	73,910 00	73,000 00
Do. as per agreement.....	27,350 00	27,450 00
Newburyport Railroad, as per agreement.....	300,000 00	300,000 00
Great Falls & Conway R. R. bonds.....	20,000 00	20,000 00
Suspense account.....	2,726 76	3,225 73
	\$5,205,585 03	\$5,386,291 35
Capital stock.....	\$4,076,974 52	\$4,076,974 52
Surplus balances.....	91,944 18	108,176 63
Deposits on account of Newburyport R. R. bonds.....	2,160 00	2,160 00
Amount payable on account of Newburyport R. R. bonds.....	1,980 00	1,490 00
Tax on dividend.....	9,238 86	11,276 64
Dividend payable July 1.....	164,228 00	205,285 00
General reserve account, undivided earnings.....	858,659 47	882,958 95
Reserved profits in suspense account.....		89,154 31
Received on insurance account.....		8,515 30
	\$5,205,585 03	\$5,386,291 35

President—Francis Cogswell.

Directors—Francis Cogswell, Geo. W. Kirtledge, Daniel M. Christie, Peter T. Homer, Nathaniel G. White, Samuel Wells and E. J. M. Hale.

Treasurer—A. Blanchard, Jr.

Superintendent—William Merritt.

Sandusky & Cincinnati Railroad.

The earnings and expenses of this road for the fiscal years ending June 30, 1865 and 1866, have been as follows:

	1865.	1866.
Earnings.....	\$212,271 87	\$225,412 23
Expenses.....	431,891 51	433,613 66
Freight.....	16,000 00	16,080 00
Passenger.....	16,124 07	
Storage.....	1,916 03	18,742 42
Car mileage.....	1,673 64	7,642 19
	\$19,924 15	\$694,520 50

Expenses, viz:		
Machine shop.....	\$35,574 22	\$15,196 34
Maintenance of way.....	167,613 23	141,361 15
Locomotive power.....	163,903 94	165,701 58
Train expenses.....	24,213 07	100,438 42
Station.....	75,156 87	62,760 13
Office establishment.....	38,468 34	24,539 14
General expenses.....	7,269 69	10,429 03
Loss and damage.....	1,824 84	1,926 72
Totals.....	\$574,024 20	\$522,352 55
Net earnings.....	\$145,891 95	\$172,167 95
Int. rest and taxes.....	141,326 45	157,520 59
Balance.....	\$4,573 50	14,647 36

Showing a decrease of earnings, as compared with those of the previous year, of \$25,403 65; with a decrease in operating expenses and taxes of \$49,154 20. The earnings applicable to the payment of interest and dividends is \$134,030 60. The interest on the funded debt and dividends on preferred stock amount to \$119,433 24—leaving a balance of \$14,647 36. The report says:

The falling off in gross receipts, to-wit: \$25,403, is more than accounted for in the single item of wheat delivered at the lake in ordinary seasons. We may therefore congratulate ourselves on the evident increase of business naturally coming within our lines and falling under our control.

Since the date of our last annual report, the plan of capitalization set forth in the agreement of November 13, 1863, and the supplemental agreement of March 1, 1865, has been duly carried out, according to the provisions of the law passed April 11, 1861. By the terms of these agreements, the bonds due February 1, 1866, for one million dollars, bearing seven per cent. interest, were extended to the year 1900, with new coupons, at six per cent; and a sinking fund of ten thousand dollars per annum, providing for the gradual redemption of these bonds, was established. The second mortgage, due February, 1875, for one million dollars, was converted into six per cent. preferred stock, at forty cents of the par, of which preferred stock an amount not exceeding \$475,000 was created, into which, in addition to the bonds due in 1875, all the unsecured obligations of the company might be converted, at ten per cent. of their par value. This portion of the programme has been in operation since February 1, 1864, and all the conditions have been fulfilled.

By the terms of the supplemental agreement of March 1, 1865, John P. Yelverton, Jacob W. Pierce and Israel M. Spelman were constituted Trustees to carry out the agreement of November 13, 1863.

A suit of foreclosure for non-payment of interest having been commenced by the surviving Trustee, under the mortgage falling due in 1866, a decree was entered up at the October Term, 1865, in Erie county, and an order for the sale of the road and property was made. A receiver was appointed to take charge of the property, at the same term of Court. Under this order, a sale took place on the 5th day of January last, and the Trustees before named became the purchasers. Subsequently, having fully complied with the provisions of law of 1861, to-wit: on the third day of May, 1866, the "Sandusky & Cincinnati Railroad Company" was duly organized, and put in possession of the franchises, roadway, and property of every kind, of the old corporation.

This detail is made necessary in answer to numerous inquiries made by stockholders and other parties interested, and that all may be enabled, by reference to the law of 1861, to understand their position in the new corporation.

No material change has taken place in our

relations with other roads. Our facilities for shipment by lake, both east and west, are materially better than last year. No opportunity should be allowed to pass for still farther improving our water communications.

The operations of the road have been carried on with great regularity, for which we are indebted to the care and attention, in their different departments, of the servants of the company.

The receipts and disbursements during the year ending June 30, 1866, were as follows:

Receipts.	
Balance on hand, June 30, 1865.....	\$48,186 49
Receipts for transportation.....	687,067 68
	\$735,253 57
Disbursements.	
Operating expenses.....	\$432,103 80
S. & C. R. R.....	10,371 13
Renewals of iron and spikes.....	29,139 59
rolling stock.....	49,271 24
Taxes—State and County.....	18,667 25
United States.....	19,420 10
Coupons 1900 year bonds.....	63,420 60
Dividends preferred stock.....	25,585 88
Interest on bonds.....	23,156 50
Trustees sinking fund.....	15,000 00
Interest and exchange, etc.....	3,375 50
Portland Township bonds.....	300 00
Capitalization expenses, in part.....	11,242 00
Profit and loss.....	596 46
Forfeiture on contract—one-half.....	2,500 00
Cash on hand to balance.....	38,103 52
	\$735,253 57

The equipments of the company consist of 12 locomotives in first class order; 9 in second class, requiring an estimated outlay of \$27,000. One locomotive building, commenced in May, 1865, estimated cost \$14,000; and three being rebuilt at an estimated expense of \$4,500 each. The rolling stock consists of 17 passenger, 9, baggage, mail and express, and 414 freight, etc., cars. Mileage of engines, 346,671. Tonnage of through freight, 145,782.

Condensed Balance Sheet, June 30, 1866.

Cost of road.....	\$3,195,994 00
Cost of stations.....	79,359 66
Cost of equipment.....	585,400 00
Bonds of the company on hand.....	79,000 00
Bonds and stock of other companies.....	7,395 00
Bills receivable.....	1,490 40
Land.....	274 00
Materials on hand for use of road.....	109,964 21
Cash.....	87,951 74
Springfield and Columbus R. R. Co.....	66,114 47
Trustees sinking fund.....	25,000 00
Balances due from sundry parties, mostly of little value or offset by claims.....	14,522 30
	\$4,972,745 78
Capital stock.....	\$2,989,090 00
Preferred stock.....	393,072 70
First mortgage bonds, due in 1900.....	981,000 00
Bonds due in 1866.....	16,000 00
1875.....	148,000 00
Due in 1860-'62 (dividend bonds).....	73,972 31
Due in 1878.....	
Dividends of 1850-'51-'52, unadjusted.....	9,241 50
Bills payable.....	18,403 86
Balance earnings account.....	160,501 19
Dividend preferred stock.....	3,515 42
Coupons, 1900 year bonds.....	5,638 80
Taxes, 6 months estimate.....	15,000 00
Pay rolls for June, (since paid).....	25,305 00
Profit and loss.....	101,291 10
Due individuals on account, (partly paid).....	31,796 83
Coupons, S. C. & I. R. R.....	420 50
F. V. Folle, T. G. T. A., balance due on passenger account.....	496 57
	\$4,972,745 78

President—O. Follett.

Directors—Jacob W. Pierce, Israel M. Spelman, Theodore A. Neal, John P. Yelverton, Elisha C. Litchfield, F. P. James, Oran Follett, Rash R. Sloane, William Wilshire, Abraham Cahill, William Warder, Isaac S. Gardner, R. W. Shawhan.

Secretary and Treasurer—L. H. Latham.

Superintendent—Jan'ia H. Potter.

Union Pacific Railroad.

The St. Louis papers, nervous and restless under the giant strides that the Union Pacific road is making toward the mountains, are trying to retard its progress and shake public confidence in it. They are circulating reports that work upon the road is to be suspended the coming Fall and Winter, reports that are both designed and calculated to injure the material interests of the company. We know of the vigorous preparations that are being made to push forward this great work with the same astonishing success that has hitherto characterized its progress westward. The following card, authoritatively contradicting these injurious reports, from Hon. J. L. Williams, Government Director of the road, we take pleasure in laying before our readers:

THE UNION PACIFIC RAILROAD.

To the Editor of the Chicago Republican: Your St. Louis correspondent, under date of August 31, referring to this work, says:

"The work on the road beyond Kearney will be suspended the balance of the year."

Important public interests demand that a mistake so material be promptly corrected. Since the 1st of April last one hundred and sixty miles of track have been laid on this line, extending thirteen miles west of Fort Kearney, and two hundred miles from the Missouri river at Omaha. This rate of progress, under like circumstances, for such a continuous period, has nowhere been equaled. From information received at the company's office in New York only the day before yesterday, I have every reason to believe the progress will not slacken for the next two hundred miles up the Platte valley, except as the severity of the coming Winter shall compel me. I am happy to add that the long-needed connecting link through Iowa is now under rapid progress, promising completion early next season. Then the locomotive, now running only to the Des Moines valley, may bound forward to the West, bringing railroad transportation, by all routes north of Springfield, some four or five hundred miles nearer than now to the mining interests of Colorado.

The business interests of the country might even now prepare for the great change that will be wrought by this sudden shortening of mule transportation to the mines.

J. L. WILLIAMS,

One of the Government Directors.

FORT WAYNE, Sept. 1, 1866.

The connecting link spoken of above is the Cedar Rapids and Missouri River Road; and this "link" will be completed before April next, thus making this road one of the most important in the United States.—*West. R. R. Gaz.*

We do not deem nervousness necessary, as the roads are wide enough apart not to interfere; besides, there is business enough for both. Let both be pushed forward with unremitting vigor.

Street Car Tickets in New York.

The case of Elliott Walker against the Dry Dock, East Broadway and Battery Railroad Company was brought up in the Sixth District Court yesterday, before Justice Barrett and a jury. This case is important to passengers on our city railroads, more particularly to those who patronize the above company. It

appeared from the plaintiff's testimony that he purchased from the company twenty tickets on or about the 12th of August last. These twenty tickets consisted of one large ticket with nineteen smaller ones (or coupons) attached thereto, in manner and form following:

(1.) Dry Dock, E. Broadway & B. R. E. Co.
One Passenger.

This agreement, and each of the tickets attached to it, entitles the owner thereof to one ride in a car of this company.

The conductor alone is authorized to tear off the tickets.

WM. RICHARDSON, President.

D. D., E. B. & B. R. E. Co.
No. —, 1866. Not transferable. Issued to Elliott Walker. JOHN MOONEY, Receiver.

(2.) One ride due the person to whom issued.

Not good unless torn off by the conductor.

(3.) The same as No. 2, and so on to No. 19.

The plaintiff got on one of the cars of this company on the 6th of August, and inadvertently tore off two of the coupons himself to pay for himself and friend. The conductor refused to receive them, stating that his orders were to receive no tickets unless torn off by himself, and further that he could not receive one for the friend in any event. The plaintiff declined to pay his fare in any way except by the tickets, and was ejected by the conductor without violence. He thereupon brought this action, claiming that he had suffered damage in the sum of \$45.

The counsel for the defendants moved to dismiss on the grounds that the tickets were sold in pursuance of the act of Congress as amended by act of July 13, 1866, requiring that tickets shall be sold in packages of twenty, or multiples of twenty, and second, that the company have the right to prescribe regulations for the comfort and safety of passengers and the protection of themselves. Third, the regulation that the small ticket was only to be torn off by the conductor was known to the plaintiff when he purchased and before he used the tickets. Fourth, there was no proof of injury or loss (the plaintiff having afterward used the very ticket which was refused on the 16th), and therefore there was no cause of action. The plaintiff's counsel contended that the ticket was not a contract, because it was not stamped, but was a mere receipt for the money, and that it was not in compliance with the Internal Revenue Act, which required the tickets to be sold in packages of twenty.

The Court held that the instrument issued by the company and accepted by the plaintiff amounted to a contract, and plaintiff was bound by its terms. That the terms were not unreasonable in their character, and that if the instrument were not a contract, then the plaintiff was wholly without right; that the question did not arise whether the instrument was such as was contemplated by the Act of Congress, and that the only way to test that question was for the passenger to demand such a ticket from the company as he thought the Act required. But if the passenger accepted a ticket in the present form, which specified that the coupons were not good unless detached by the conductor, he must be held to have assented to that regulation, and be bound thereby. The regulation was reasonable as tending to prevent fraud and forgery. The complaint was therefore dismissed. *Tribune.*

Knoxville & Kentucky Railroad.

Our New York correspondent, in his last letter, mentioned the fact that Mr. C. Powell had just closed a contract for the iron now required to complete the road. We learn

from President Charles M. McGhee that the iron to lay the track to the Clinch river has all left New York, and is now in transit to Knoxville. The road will be completed and in running order to Clinton by the 15th of October, and the bridge across the Clinch river will be completed by the 1st of January next. From this point to Coal Creek the building of the road is under contract, and is being worked as fast as possible, and they are progressing to a completion of the earthwork and culverts, and by the time that is completed the ties and iron will be ready to lay. We learn that a corps of engineers left Knoxville yesterday to complete the survey and stake out the track through to the State line, and we may safely predict that we shall have this railroad in full operation some time during the coming Summer.—*Knoxville Com.*

The Middle Park.

Bayard Taylor, writing from the Rocky Mountains under date of July 1, 1866, to the New York *Tribune*, thus describes the scenery and characteristics of the Middle Park:

The Parks form a very remarkable feature of the mountain region. They resemble, on a smaller scale, the lofty, mountain-bounded tablelands of Cashmere and Thibet. They are still but imperfectly explored, and still more imperfectly represented on the maps. I have not been able to find any minute description of their scenery, soil and climate; hence every step of the present journey has been full of interest. In fact, none of the accounts of travel among the Rocky Mountains seem to me to present their individuality, as mountains, very distinctly—to discriminate between what is original and peculiar to them, and those general features which all mountain regions possess in common. Each day, thus far, has brought me its new surprises; but I shall content myself at present with giving the details of the journey.

The change from the forest to this meadow was that from confinement to liberty. Our animals seemed to feel it also, and trotted forward briskly through the thick, green grass. Near the head of the meadow we passed a large haystack and squatter's shanty, where the horses pastured in the Park are fed during the Winter. Only one man—Jones, who discovered the new pass—has attempted to establish a rancho. He has sowed sixty acres of grain on the lower part of Grand River, but White informs me that the attempt does not promise much. The average level of the Park above the sea cannot be less than 8,000 feet, although the extreme of cold is not so great as in Denver; the Winter is so long, and the Summer nights so cool, that it is doubtful whether grain (except barley and oats) can be raised.

My lean mare was evidently not adequate to the task; so White, catching sight of a herd of horses and mules near the further end of the meadow, promised me an Indian pony in exchange, and rode off in advance to drive in the herd. The animals, like those we had taken from Empire, belong to Charley Utter, whom we had hoped to have as a companion for the journey, but he had joined the rush of gold-hunters for Bear river (a hundred miles west of the Middle Park) and had not yet returned. Mr. Beard, also, groaned over his McClellan saddle and the gait of his mule. We both, therefore, looked forward with some impatience to the noonday halt.

After crossing a number of swift, swollen streams which came down from the left, we

reached a higher and dryer part of the meadow, and the strong, juicy grass gave place to sage-brush and flowers—a plain of silver-gray, sprinkled with a myriad minute dots of color. The odor which filled the air was so exquisite as slightly to intoxicate the senses. For miles I seemed to be riding through a Turkish bazaar, and inhaling the mingled scent of cloves, sandal wood and attar of roses. My aches and cramps were forgotten; I swam in an atmosphere of balm, half narcotized with the rich, voluptuous delight of breathing it.

White started up a very large fox, which was cunning enough to keep out of rifle-range. We skirted the wood on the left, and left the meadow for a low, dry plateau, which was one mile-long bed of blue larkspurs and scarlet star-wort. The grazing animals had been added to our *caballada*, and we sped merrily along the trail, increasing the breadth and sweep of our panoramic landscape as we penetrated deeper into the hilly region. I exchanged my mare for a tough little yellow Indian pony, barefooted, but nimble and intelligent; after inspecting me with his nose, and apparently finding no objection, he established confidential relations at once, and has served me, thus far, with unswerving fidelity.

It was a singular country through which we rode, and I regret that I am not able to describe its geological character. Hills wooded with aspen, and narrow, grassy dells, alternated with wide sweeps of irregular table land, treeless and bare, except for a growth of sage and larkspur. The valleys of the larger streams which thread the Middle Park were shut out from view, but the distant cincture of Alpine summits met the eye in every direction. We rode twenty miles—two-thirds of the distance to the Hot Springs—made a brief noon camp beside a brook, and then pushed forward again, toward a lofty range of hills which arose before us.

Gradually, all the eastern portion of the Park came into view. I readily distinguished the Berthoud Pass, as well as that at the head of Clear Creek, and could roughly measure by the eye both their elevation above the Park and the character of the approaches which they offer for a railroad. On this side of the mountains there seems to be no difficulty, except such as might arise from heavy snows during the Winter. To the northeast Mr. Byers pointed out the Bowlder Pass, which rises above the timber line, but is almost bare of snow. It is practicable for wagons, but is very little traveled. An isolated chimney rock, two or three hundred feet in height, stands like a beacon on the very summit of this pass.

I can add to my own Mr. Beard's testimony as to the originality of the Park scenery, in an artistic point of view. The features are large and broad, with outlines to some extent fantastic, yet not inharmonious. In color, gray predominates, but a gray most rare in landscape—silvery over the sage-plains, greenish and pearly along the slopes of bunch-grass, and occasionally running into red where the soil shows through the thin vegetation. In the grand views—fifty miles in extent—from the ridge we were climbing—there were no positive tints, but the most delicate and surprising succession of broad half tints, to which sunshine and cloud-shadows lent the loveliest effect. The brush only can describe landscapes so new in character. I found myself thinking of Central Asia—of the regions of Bokhara and Kashgar, as I imagine them to be. From this point there were no forests, except aspen groves, on the

crests of the hills; the gray undulations swept into the distance, dipping here and there into hollows of singular form, and leaning, far away, against the feet of mountain ranges, where there was the faint green glimmer of a meadow at the foot of every snowy ravine. The flushed snows of the farther summits did not seem lofty and inaccessible—our own elevation reduced the highest of them to less than 7,000 feet—but their irregular character and great variety of outline give the true background for such landscapes.

Journal of Railroad Law.

NEGLIGENCE OF COMMON CARRIER—MEASURE OF DAMAGES.

The case of *Black vs. the Camden & Amboy Railroad Company*, lately decided by the Supreme Court of this State, lays down the doctrine that in an action against a common carrier for injuries sustained by a lot of cattle received for transportation, through the negligence of the carrier, the rule of damages is the difference in value between the cattle when placed in the carrier's charge and their condition when delivered, so far as caused by injuries by the way.

The action was to recover damages on a lot of cattle, 84 in number, delivered to the defendants to be carried from Philadelphia to New York, which it is alleged were injured by the negligence of the employees of the defendants. The jury found a verdict in favor of the plaintiff for \$906 22. A new trial was asked for by the defendants, on various exceptions taken during the trial, and to the Judge's charge, and on an appeal from an order of the Judge denying a motion for a new trial on the facts.

The following opinion was delivered by

INGRAHAM, P. J.—The first exception taken was to the admission of evidence of the weight of a lot of cattle weighed for the plaintiff, which numbered 99, at Union Drove Yards. Although at the time the deposition was read there was no evidence to show that it was the same lot of cattle delivered by the plaintiff, there was afterward evidence in the case sufficient to warrant submitting the evidence to the jury. It is no error to admit testimony irrelevant at the time, if it is afterward made pertinent by other testimony. But even if it was irrelevant it could not have affected the defendants' interests. The question was not one in which the weight of the cattle was material, and if error was committed it was one which could do no harm to the defendants.

2. An objection was made to the fourth interrogatory, and the answer there, as admitting a copy and not the original. The answer is a very simple one, viz: that the original was in a book kept at the scale where the cattle were weighed, which was out of the jurisdiction of the Courts and over which the Court had no power. The original could not have been annexed to the commission, and the Court could not compel its production. In such a case a copy proved to be such is admissible.

3. The next objection is to a question put to a witness, and the fourth objection is to the admission of a part of the answer, on the ground that the question is leading. Whether or not a leading question may be put to a witness is a matter of discretion with the Judge at the trial, and the allowance of a leading question has ceased to be considered a matter to be reviewed on appeal.

5. The next objection is to the admission of remonstrances to the men who had charge of the cattle that they were improperly stowed. These were made to the employees of the defendants. They were admissible to show that the attention of those in charge was called to the difficulty. What weight was to be attached to it belonged to the jury.

The seventh objection was of the same nature as the third, and not to be reviewed on appeal.

From the seventh to the twelfth objections, inclusive, the exception is to showing when the market day was, because the defendants did not contract to deliver for any market day. Irrespective of that objection, the evidence was admissible to show that the defendants were compelled by the injuries to the cattle to keep them on hand. It might have been said that by a few days delay they could recover from the injury, and they could not have been sold before. This proof would have been admissible on the question of damages. The exceptions from the twelfth to the seventeenth, inclusive, relate to applications to employees for more room for the cattle, and complaints as to the mode of carriage. I have already noticed the objection. There was no error in the admission of these questions. Where a corporation is a party, it can only act by agents and employees; and persons appointed on behalf of the company, to do any particular part of the work, are the proper persons to whom such communications should be made.

The questions as to damages were not objectionable. The rule was the difference in value between the cattle when placed in the charge of the defendants and their condition when delivered, so far as caused by injuries on the way. The evidence was admissible. It was not the judge's charge, and the jury how far it could be used for that purpose.

In regard to the motion to dismiss the complaint, and the Judge's charge, there is no ground for objection as to the submission to the jury of the questions involving the plaintiff's right to recover. The evidence was ample for that purpose. The charge was not objected to, excepting on one point, to be noticed hereafter. The facts were fairly left to the jury, where the decision belonged.

An objection was made to the instruction of the Judge as to the allowance of interest. The charge was: "If you come to the conclusion that the defendants were liable for some damage, you will add to the amount of damage for which you think them liable, and add for the purpose of indemnifying the plaintiff, interest from April, 1860, to the present time. That will be the amount of your verdict, if you find for the plaintiff at all."

It has for a long time been a controverted question whether, in actions of tort, interest could be given as a matter of right, in addition to the damages. In *Dana vs. Fiedler*, (2 Kern., 42.) it was held that in an action for damages on a breach of a contract, the plaintiff was entitled to interest on the damages awarded for the breach from that time until the trial. So in actions of trespass for taking the plaintiff's property. (1 John, 136; 1 Baldwin, 138.) And in *trover* (4 Cowen, 555, 7 Wend., 354,) the plaintiff has been considered as entitled to interest on the value of the property taken or converted from the time of conversion; but this rule has not, as far as I am aware of, been applied to other classes of torts, where there was no property taken or converted, and where the question was one

of damages purely, unliquidated, and to be assessed by a jury. The rule in such cases has been to leave the question to the jury, not only as to the amount of damages, but as to the question of interest. This rule was recognized in *Walrath vs. Redfield*, (18 N. Y. Rep., 462) Selden, J., says: "The jury were not instructed to allow interest, but its allowance was submitted to their discretion. There was no error in this. In general, in actions *ex delicto*, it is in the discretion of the jury whether to allow interest by way of damages or not." This was so held in an action against a carrier. (*Richmond vs. Bronson*, 5 Denio, 55, *Lakeman vs. Grinnell*, 5 Bosw., 625.)

I think this is a true rule, and where a jury are instructed in a case of negligence to award the damages the plaintiff has sustained, the Court may leave to them to say whether on such damages the plaintiff is entitled to interest; but it is erroneous to instruct them as matter of law that the plaintiff is entitled to recover interest on the damages.

For this reason I think a new trial should be awarded.

New trial granted.

Applied Science.

The Polytechnic branch of the American Institute held its first annual meeting on Thursday evening last, at Room 24, Cooper building. The chairman, Prof. S. D. Tillman, in his opening address, devoted a half hour to a review of the proceedings of the American Association for the advancement of Science, in August last, which were very fully and ably reported in the *New York Tribune*. He warmly approbated the papers of Kirkwood, Coffin, Hunt, Hilyard, Loomis, Elliott, and others. The paper of "Electric Currents," in the investigation of the Calculus of Quaternions, introduced by the late Sir William Rowan Hamilton, and first published in 1853. Allusion was made to the increasing attention paid to Science in our Colleges, and in this connection a description was given of a recent improvement of the microscope by President Barnard, of Columbia College.

The first regular business before the meeting was the examination of new inventions and discoveries.

NEW EARTH-PULVERIZER.

This machine, the invention of Messrs. Fithian Young, was exhibited in model. It consists of a series of rotary cutters, so arranged and combined as to act on the soil in a nearly uniform manner, while the whole machine has a forward movement. Motion is communicated to the cutters by a large wheel having on its periphery a double row of slats forming a very obtuse angle at their points of contact, the effect of which is to take a firm hold of the earth whatever may be its condition. The whole is mounted on four wheels, which are brought into use only when it is being moved to and from the field.

As this is a new attempt to solve a question of the greatest importance—the proper method for preparing the ground for seed—the machine was subjected to the closest scrutiny of several mechanics present. Its construction was admitted to be ingenious, but its practical value can only be determined by repeated tests. Fields of the same dimensions, and prepared for the same kind of seed by the plow and harrow, and by this new machine, would by their yield show precisely the advantages secured by the new plan.

Messrs. Maynard and O'Reilly alluded to other rotary diggers now in successful operation.

Mr. E. Stevens said it had been found profitable to plow land several times before planting; the use of the spade was admitted to be most efficient in preparing the soil. As far as pulverizing and aerating the soil was concerned, it seemed to him the plan now presented would be more effectual than any of the old modes. After some queries by H. F. Walling had been answered, the Secretary, Mr. T. D. Stetson, took the floor, and examined in detail the novelties embraced in this machine, and concluded by urging its manufacturers to make early and repeated trials of it, in order to be able to state definitely how much benefit the farmer is to derive from the new mode of culture.

NEW VALVE FOR STEAM ENGINES.

Dr. Warren Rowell remarked he had some years since invented a perfectly balanced rotary valve, which was now public property. He had lately changed the form of the valve, so as to adapt it to the common locomotive. The model exhibited will show it is so arranged that the pressure of steam is evenly distributed upon every side, thereby overcoming the serious objections brought against the valve in common use.

NEW MODE OF COMMUNICATING POWER.

Dr. Rowell also exhibited two models of plans for transmitting power to distant points. The first he contrived during the Summer vacation, and had presented to the public through the *Scientific American*, and he noticed the *London Mechanics' Magazine* had copied the drawing and description of it, giving him due credit. He wished to say that substantially the same thing is found on all locomotives where four driving-wheels are used, for in this case double cranks at right angles are connected by rods, but being on opposite sides of the machine, this relation is not noticed. He had now another plan, which he claimed was entirely original. The model exhibited shows three rods forming a triangle; at each angle there is a crank on which two of the rods play. It will be seen that by revolving crank No. 1 motion is communicated to crank No. 3, and at the same time, in a roundabout way, through crank No. 2, and thus it will be seen pressure is brought to bear on crank No. 3 from two directions at the same time, thus obviating the dead points which occur when power is applied to a crank in one right line. The description of this novelty was received with a round of applause.

The chairman remarked: So much ingenuity has heretofore been expended in gearing and motor connections that we seldom meet with anything new. The last invention of Dr. Rowell deserves our commendation. The first was only a modification of that found in the books, for, as will be seen by an illustration on the black board, by having three cranks on the same axis, motion may be communicated to similar three cranks at a distance by merely connecting the like parts by a rope or wire, because the power can be constantly communicated by drawing, and not by pushing, as will be necessary where only two connections are made.

Mr. T. D. Stetson said this experiment was made on a large scale at Niagara, where power was communicated by means of four cranks to other four cranks, at a distance of 250 feet. It was found, however, that the sag and stretch of the wire ropes used in this in-

stance, being of course expanded and contracted by changes of temperature, were so great that the apparatus proved a failure. For short distances such connections may be efficient.

Mr. L. B. Page said the beautiful arrangement of Dr. Rowell reminded him of a connection of a different kind used in the oil regions. He knew an instance where one steam engine of 40 horse power worked about twenty oil pumps, and the connections of timber producing a reciprocating, but no-rotary motion, were not less than a mile and a half long. He promised to present before the Association, at a future meeting, a drawing of that novel arrangement.

VENTILATION.

This subject, selected for discussion, was first taken up by Dr. Rowell, who averred that all drafts through doors, windows, ventilators and chimneys, depended on the different degrees of rarefaction of the air. The highest air ascends because it is displaced by air of greater density. The whole action is, therefore, the result of gravitation. In order to make this clearly understood, he had prepared a little apparatus which could be copied by young experimenters in Natural Philosophy. It consists of a glass beaker, which is to be partly filled with water; a glass tube with a funnel at its top is inserted in the beaker nearly to the bottom. A vial, containing a few shot, to make its specific gravity the same as that of fresh water, is tightly corked, and when placed in the beaker barely floats just beneath the surface of the water. Now, by pressing in the cork slightly the size of this little glass boat is made smaller, while its weight remains the same, yet its relation to the water is changed, because it is heavier than an equal volume of water, and therefore it must sink to the bottom of the beaker. Water saturated with salt is now poured through the glass tube, and, having a greater specific gravity than the fresh water and the little vial, it finds the lowest level in the beaker, displacing the fresh water and at the same time raising the vial, which now floats midway in the beaker and on the line between the salt and fresh water. This little experiment illustrates the action of a balloon, which does not rise of itself, but is pushed up by the heavier air which is constantly displacing it. The difference in temperature affecting density being then the cause of all motions of the air, he had been inclined to believe it had more to do with the process of breathing than was generally supposed. During the late heated term he had observed many sickly children still in the nurses' arms breathed with great difficulty. He thought when the difference between the temperature of the air and that of the lungs was greater, nature assisted the weak child in the process of breathing.

Dr. L. Bradly did not accept this doctrine. The action of the lungs belongs to the class of involuntary motions, but the strength to move the lungs was a force generated in the body by means of food.

Dr. J. B. Rich said there was something in the position taken by Dr. Rowell; the involuntary action of the lungs did not do the whole work; the coldness of the inhaled air and the warmth of the exhaled air materially affected the action of breathing. The process required time. He had found when he had charge of the physical training of many persons that with the aid of the voluntary muscles the process of breathing could not be

carried on with great rapidity for any length of time.

The chairman said, with regard to ventilation, much that is important remains untold. The law of the diffusion of gases is a higher law than that of gravitation in some instances. This matter had been generally overlooked by inventors of ventilators. He intended to say more on this subject at the next meeting. Frequent allusions having been made to the draft of chimneys, he proposed to illustrate on the black-board the composition of the air as it entered the furnace, and the relative quantity of oxygen and nitrogen it contained, together with the volume and composition of the products of combustion. The element nitrogen takes no active part in the process of combustion; it, however, becomes highly heated, and thus rarified and mixed with carbonic acid, and sometimes carbonic oxyd, assists in bearing rapidly away the gases resulting from the process of burning.

Several other gentlemen participated in the debate, which is to be renewed at the meeting on Thursday evening, September 27, and to that time the Association adjourned.

Chicago, Rock Island & Pacific Railroad.

This road is now being pushed through to Council Bluffs as rapidly as possible. The contract for grading the road from Kellogg station, the present terminus, to Des Moines, has been let to a firm in Pennsylvania.

The prospect is, then, that the work of extending the road will commence at once, and be crowded through to Des Moines with the greatest dispatch possible.

Mr. Johnson, the Chief Engineer of the road, has been directed to survey and locate the route west of Des Moines, and get eighty miles ready for the contract immediately. The company will probably not rest until its road connects with the Pacific railroad at Omaha. *West. R. R. Gaz.*

Progress in the Cedar Valley.

The Cedar Valley Times says: "The Chicago & Northwestern Railroad Company have now secured all the ground in the city of Cedar Rapids which they asked for. They have already extended the railroad track down to the edge of the river, for the purpose of getting material there to erect a new bridge, the piers to be permanent structures of stone, near the old one. They are now perfecting arrangements for the erection of a large Union Depot, near the present one. They have signified their determination to erect a large hotel near the avenue, and have 'definitely determined' to cross the river at Cedar Rapids."

The Northwestern & Chicago Railroad is finished to a point within 82 miles of Council Bluffs and 17 miles east of Denison. It has passed the summit midway between the two great rivers, and is now ascending the Missouri slope. Work has been begun at both ends of the gap and will be pushed forward with vigor.

Professor Newton, of Yale College, finds that a prodigious flight of meteors, the most imposing of its kind, will make its appearance, probably for the last time in this century, on the morning of the 13th or 14th of November next. Only thirteen of these showers are recorded between the years 903 and 1833.

Koshkonong Valley Union Railroad.

The Board of directors of this company met at Edgerton, Rock County on the 22d ult., and organized by the election of Hon. S. J. Conkling, President, Caspar Krogh, Esq., Vice-President, C. P. Mead, Secretary, and Hon. W. D. Potter, of Cambridge, Treasurer. We cannot come to any other conclusion than this or some other road must eventually be built to connect Portage City or Columbus with Milton or Janesville. The grade is said to be an easy one, and the proposed route is through as rich a farming country as any in Southern Wisconsin, the people of which are determined to have an outlet to Chicago for their productions. If this road is built, nine tenths of all the products along the line would seek a market at Chicago, when they are now compelled to ship to Milwaukee at ruinous rates of freight. The merchants of the various towns along the line would also look to Chicago for their merchandise; hence it is to the interest of Chicago that this road be built, and that speedily. This in our judgement, is equal to one-half the means necessary to complete it. In short, we believe this road can and will be built, and that in the selection of Mr. Conkling for President, the company have put the right man in the right place to bring together the various elements necessary to success. We are informed that meetings are soon to be held at various points along the line, and the ball put in motion as soon as possible. — *Watertown (Wis.) Times.*

Louisville & Nashville Railroad.

At a meeting of the stockholders of this railroad in Louisville on Monday, the following named gentlemen were unanimously elected Directors for the ensuing year, 10,000 votes being cast: James Guthrie, James B. Wilder, William B. Hamilton, H. D. Newcomb, R. A. Robinson, W. H. Smith, Jo. C. Guild, of Nashville. The only change in the Board of Directors, it will be seen, is the omission of the name of Russell Houston, Esq. By the terms of the charter Tennessee is entitled to but one Director. Mr. Houston having represented that State, and now being a resident of Kentucky, Col. Jo. C. Guild was elected as his successor. The stockholders also voted in favor of the extension of the Lebanon Branch Road to the State line.

Southern Pacific Railroad.

Favorable accounts are given of the condition and prospects of the Southern Pacific Railroad's great work of internal improvement—a work destined, before the lapse of many years, to be of immense value to the commerce of New Orleans. The road from Shreveport to Marshall, about 45 miles, is in excellent order, and daily trips are profitably made, with continually accumulating business. That business is bound to increase constantly as the road progresses, and as the vast and fertile regions from Marshall to El Paso are opened to a market, the best on the continent, New Orleans.

MONEY AND COMMERCIAL.

During the past week there has been more activity in general business, and a corresponding increase in the demand for money. The discount houses, however, have an abundant supply of capital, and no difficulty is found in disposing of good paper at reasonable

rates. Bankers are nevertheless disposed to scrutinize closely, and paper tainted with speculation finds but little favor. The ruling rates for first class paper are from 8 to 10 per cent in bank, while out-door transactions range from 10 to 15.

The supply of Exchange is abundant, but with a good demand rates are firm. The following are the usual quotations:

	Buying.	Selling.
New York.....	par.	1-10 prem.
Philadelphia.....	par.	1-10 prem.
Boston.....	par.	1-10 p. em.
Gold.....	147 1/2	148
Silver.....	135 @ 138	139 @ 140

The New York Gold market has been more active during the week, and the premium advanced on Tuesday as high as 148 1/2; but on Wednesday the closing rates were 147 1/2. The fluctuations for the week have been as follows:

	Opening.	Highest.	Lowest.	Closing.
September 27.....	147 1/2	148 1/2	144 1/2	145 1/2
" 28.....	147 1/2	148 1/2	144 1/2	145 1/2
" 29.....	147 1/2	148 1/2	144 1/2	145 1/2
October 1.....	146	146 1/2	146	146 1/2
" 2.....	147 1/2	147 1/2	147 1/2	147 1/2
" 3.....	147 1/2	147 1/2	147 1/2	147 1/2

Government securities are in demand at advanced prices. The following were the rates on Wednesday:

	Buying.	Selling.
5-20s, 1st series.....	111 1/2	111 1/2
5-20s, 2d series.....	110 3/4	109 1/2
5-20s, 3d series.....	108 3/4	108 1/2
10-40s.....	98 1/2	99 1/2
7-30s, August.....	106 3/4	106 1/2
7-30s, June.....	105 3/4	105 1/2
7-30s, July.....	105 3/4	106 1/2

Of the Stock market the Tribune of Tuesday says:

The stock market continues excited and very strong in the face of heavy and frequent sales to realize profits. The attendance at the boards and the crowd about the Stock Exchange rivals the days of the war, and buying for an advance is the general impulse. Government stocks are higher; old 5-20s rose 1/2. In 7-30s a small business at full prices. State stocks are irregular; Tennessee 6s, new, rose 1/2, and North Carolina 6s fell 1/2. Railway mortgages are steady. The miscellaneous stocks are stronger: Canton rose 1 1/2; Cumberland 1 1/2; Quicksilver 1 1/2. New York Central was less active. Erie sold upon the street at 88 and at 81 1/2, closing at 87 1/2. Michigan Southern was active, and sold at 90. Chicago and Northwestern shares were higher and in demand. Cleveland and Pittsburg touched 91; Chicago and Great Eastern 50, Rock Is. and sold at 108 1/2, ex-dividend; Rutland Marble 33, s 10. After the call the market was irregular but firm as a whole, with a continued disposition to buy. Late in the day the market was excited and higher. New York Central sold at 118 1/2, and that bid for large lots; Mariposa Preferred sold at 32, and Common at 13 1/2; the latter can only be converted by consent of the Preferred Shareholders, and is very high at the quotation. Michigan Southern was in special demand, and closed at 90 and in demand. The entire list was strong, and the inclination to buy was as fully developed as when paper money was being issued by millions per day. The latest prices were: New York Central, 118 1/2 @ 118 3/4; Erie, 87 1/2 @ 87 3/4; Reading, 118 1/2 @ 118 3/4; Michigan Southern, 90 @ 90 1/2; Cleveland and Pittsburg, 91 1/2 @ 91 3/4; Rock Island, 109 @ 109 1/2; Northwestern, 40 1/2 @ 40 3/4; Northwestern Preferred, 73 1/2 @ 73 3/4; Fort Wayne, 108 @ 108 1/2; Ohio and Miss. C. 31 1/2 @ 31 3/4; Cumberland Coal, 55 1/2 @ 56; Quicksilver, 51 1/2 @ 54 1/2; Mariposa Preferred, 32 1/2 @ 32 3/4.

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1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's,	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	
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Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:30 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLON.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:30 "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street. N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

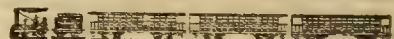
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

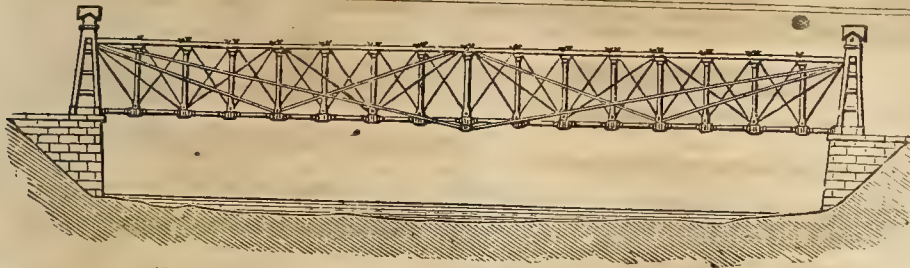
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pairs of wheels, and by the use of the whole, or so much of the weight as may be required, to the whole, and in accommodating them to the grades, curves, streets, and superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,

J. J. HOUSTON, General Freight Broadway, Cincinnati.
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS,

most extensively used in the world. Employing only the one which shall be uniformly reliable material, he pledges All Springs tested to double their load and load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plain with or without axles.

WHEELS FITTED

To Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

The Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, *Master Transportation, Baltimore*
J. H. SULLIVAN, *Gen. Wagon Ag't, Baltimore*
L. M. COLE, *Gen. Ticket Agent, Baltimore.*

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

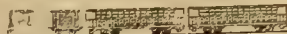
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Alton, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED SHEETS—ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blasted re-coal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron hammered. The whole operation from ore to finished iron is conducted at our own Works. June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Cast-iron or Steel Pipes to definite lengths.

Wrought Iron Welded Tubes—from 1/4 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 24 inches in diameter, and branches, for same. &c., &c.
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR., HY. G. MORRIS.
CHAS. WHEELER, S. P. M. TASKER

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4:15 (Express Monday excepted). 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M.

Leave Baltimore for North and West, 7:35 A. M.; 9:20 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:55 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore and Washington at 4:15 A. M., and 11:00 P. M. Leave Baltimore for Philadelphia at 8:25 P. M.

Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, OCTOBER 18, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	100 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:30 A. M.
Night Express.....	10:50 P. M.	6:50 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:30 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:00 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 P. M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

Mineral Resources of the Ohio Valley, in Connection with Manufactures.

We have frequently touched upon the Mineral resources of the Ohio Valley, in connection with the Southern Railroad and its branches. If ever capital or enterprise can be found in Cincinnati or Kentucky to make the road from Cincinnati to Knoxville, the minerals which lie on the route of the road will support it, if it had no support from ordinary commerce. But, as that seems to be an event altogether uncertain, there is another aspect, in which the subject may be considered, in connection with the Manufactures of Cincinnati. Notwithstanding, the largest branches of Manufactures, such as the Woolen, Cotton and Leather, seem to depend almost exclusively on agriculture, the soil, and animals; yet, this would be an entirely superficial view of the matter. All manufactures of every kind depend on machinery and carbon; and neither can be supplied long, without the mineral resources of the earth. The manufacture of machinery alone is an immense business, and the supply of carbon, by the mining of coal, is a still greater one. These developments of mineral resources—iron and coal—are always the earliest, and in the end most important. But, they are far from being all, or in the aggregate, the most necessary to the variety and extension of manufactures. There are great numbers of manufactures, which arise from other mineral products. The principal of these are copper, lead, tin, and zinc. Of copper, we have only to refer to the copper mines of Cornwall (England); the mines of Lake Superior; of Duck Creek (Tenn.), and of Chili, to see how extensively it is consumed, and how very important it is. Of lead, we can scarcely find any manufacture in which it is not used. Tin and zinc are everywhere employed; and in the last few years, zinc has been used in a great variety of manufactures. Now, here are six products of the mines, viz.: coal, iron, copper, lead, zinc, and we believe tin, which are found on a Southern line, leading from Cincinnati, beginning within sixty miles of this city, and continuing four hundred miles! Such another vast deposit of the most valuable minerals cannot be found in any other region that we know of. We need say but little about coal or iron; for there is probably no more abundant supply of these articles to be found in the world, than what is to be found in Eastern Kentucky and Tennessee, and Western N. Carolina. But, so also are they found in South Eastern Ohio, accessible by the river; hence heretofore, it has not been very important, whether the mines on the south side of the river were worked or not. But, in the future it will be; for the consumption of coal and iron in Cincinnati will be immense, and there must be both the means of permanent supply, which the river does not afford, and of competition; for it is only com-

petition, which will maintain a moderate price. But, turning to the other minerals, they are not found north of the Ohio at all. Neither copper, lead, zinc or tin, are found in Ohio, that we are aware of. Hence, a sufficient supply of these articles of manufacture, so near as Kentucky or Tennessee, would be invaluable to Cincinnati; in fine, would place this city beyond all competition as a manufacturing place. If Eastern Kentucky and Tennessee really had mines of these minerals, Cincinnati would have the advantage over any place, in the variety of its manufactures. Have they not? More than thirty years ago, Judge Peck, of Tennessee, wrote an article for "Silliman's Journal," on the geology of that region. In that article, he claimed for East Tennessee an abundance of all these articles; and subsequent events seem to prove him correct. Our readers are familiar with the history of the Duck Creek mines of copper, in Polk County, on the Southern border of Tennessee. Before the war, the Polk County Mines were the centre of an extensive industrial development. Thousands of tons of copper were transported from there to Augusta and Savannah, having in fact to be transported many miles by wagon. If this could be done with profit, how much more profitable will it be to carry it by railroad? Of the copper supply there can be no doubt. Of lead, there can be as little; for, within a few days, we have seen specimens of a rich lead ore, from a vein in Kentucky within a hundred miles of Cincinnati; and it has been found at several points on a South line from Cincinnati, and there can be little question, that when needed it will be produced in large quantities. So also zinc is found in East Tennessee. Of tin, we are not so sure; but, it is affirmed to exist there, by Judge Peck. If tin should be found there in large quantities, and it is very probable, Cincinnati will be its main market.

Having stated the resources of raw material, in the most important articles which can be found in Kentucky and Tennessee, it will illustrate the subject, in some degree, to show what has been done in this class of Manufactures, in Ohio, Kentucky and Tennessee.

Of Pig Iron the Census Report says:

From 7 western States returns were made of 76 pig iron furnaces, aggregating a capital of \$6,223,000 and 4,021 hands. They consumed 456,127 tons of iron ore, producing 187,300 tons of metal, worth an average of \$23 74 per ton, or \$4,447,255, which was an increase of 75 per cent. The States of Ohio and Kentucky were the principal producers. The first-named State employed in its iron furnaces an aggregate capital of \$3,654,000 and 3,119 persons, and from 288,977 tons of ore made 117,754 tons of pig metal, valued at \$2,697,366, which was equal to \$22 90 per ton, and an increase of 88 per cent. in ten years. In Kentucky \$1,520,000 was invested in iron furnaces, which employed 465 men smelted 98,750 tons of ore, producing 33,471 tons of iron, worth \$804,214, or \$24 02 per ton, an increase of over 27 per cent. In

Michigan, which had 4 furnaces; in Missouri, with 2; and in Wisconsin, with 2 furnaces, the increase was large, while in Indiana and Illinois, with 1 establishment each, the falling off in the product was large.

Of Bar and Railroad Iron, the Census Report says:

The western States contained 24 manufactories of bar and rolled iron, of which 13 were in Ohio, 5 in Kentucky, 2 in Missouri, 2 in Indiana, and 1 each in Michigan and Illinois. The total amount of capital invested in this industry in the west was \$3,370,300, and it gave employment to 2,804 persons, at an annual cost of labor of \$1,097,160. The consumption of pig iron, blooms, &c., was 113,374 tons, valued, with other articles, at \$776,250, and from it were manufactured 41,973 tons of bar iron, 40,000 tons of rails, 2,100 tons of plate iron, and 1,200 tons of sheet iron, a total weight of 85,273, of which the value, including 2,000 tons of nails and spikes made in Ohio, was \$6,028,850, an increase of 234 per cent., and an average value per ton of \$69 10. More than one-half of the product in that section was made in Ohio and Kentucky, the former having 13 and the latter 5 iron mills. In the extent of its iron trade Ohio is, next to Pennsylvania, the largest in the Union, having, in 1860, returned a larger value than either New York or Massachusetts. In the State was employed a total capital of \$961,800, and 1,326 hands, who used up 58,270 tons of pigs, valued at \$1,719,798, and produced 20,495 tons of bar iron, 19,000 tons of railroad, and 1,200 tons of plate iron, a total of 40,695 tons, worth, with 1,500 tons of nails and 500 tons of spikes made, \$2,806,200. The increase was 173 per cent.

In Kentucky a larger capital was invested than in Ohio, or \$1,350,000, but the weight of metal rolled was only 16,850 tons, which made 14,000 tons of bar, plate, and sheet iron, worth \$1,180,000, an increase of 68 per cent.

OF STOVE FOUNDRIES.—In the western States there were 51 stove foundries, reporting a value of \$2,368,610, of which sum 39 in Ohio made \$1,074,650; 4 in Missouri, \$810,960; 3 in Kentucky, \$294,000; Illinois, a value of \$129,000, and Indiana of \$60,000. Tennessee was the only southern State which made a return of stoves cast, of which the value was \$16,500; and one foundry in California turned out a value of \$21,600.

OF HARDWARE.—Twenty-three factories in the western States, of which 17 were in Ohio, employed a capital of \$83,700 and 384 hands, making hardware to the amount of \$326,736, an increase of 74 per cent. The increase was principally in Ohio, in which 366 hands produced a value of \$309,316, an increase of 99 per cent. In Kentucky, which made no return in 1850, the value of \$3,100 was returned by one establishment. In Missouri the product fell off from \$21,350 to \$6,100; and Indiana, which returned a value of \$2,000 in 1850, made no return of hardware in 1860.

OF AGRICULTURAL MACHINERY.—In agricultural machinery iron is the chief element, and Ohio is one of the chief seats of this manufacture. The Census says:

In the western States the increase was most extraordinary, the value having augmented from \$1,923,927 to \$8,707,194, or 352.5 per cent. Their total production was nearly one-half that of the whole Union. Its increase alone was nearly 39 per cent. of the whole, and nearly equalled the total manufacture of

the United States in 1850. The States of Ohio and Illinois, together, manufactured to a greater amount than any other two States in the Union, the value amounting in the former to \$2,820,626 and in the latter to \$2,379,362, and the increase to 405.5 and 212.2 per cent, respectively. Iowa increased its manufacture 1,208.6, and Kentucky 755.4 per cent. over the product of 1850.

In the southern States the aggregate was but little over one million, and the rate of increase nearly thirty per cent. Virginia was the largest manufacturer, but in several there was a falling off from the product of 1850, after excluding cotton-gins, &c., as before mentioned.

The largest amount manufactured in any one county in 1860, was in Stark county, Ohio, in which 15 establishments produced \$900,480, the larger part of which consisted of mowers and reapers, and of threshing machines and separators, in each of which three factories were employed. The next largest county production in this branch was in Cook county, Illinois, which made to the value of \$529,000, chiefly in the city of Chicago. Of that sum, \$414,000 was the value of 4,131 reapers and mowers made by a single establishment, the largest in the country. Rensselaer and Cayuga counties, in New York, each produced upward of \$100,000 worth of agricultural implements, and a single firm in Canton, Stark county, Ohio, made reapers, mowers and threshers, to the value of \$399,000.

We give these facts simply as illustrating the Iron Manufacture in the Valley of the Ohio.

COAL MINING is measured only by the wants of the country. The coal area of Eastern Kentucky, Eastern Tennessee, and Western Virginia, covers 60,000 square miles, nearly half of all in the United States. It is accessible from any point in the Valley at the cheapest rates. We present the following table of some of the principal manufactures in the Valley of Ohio, of which the mines furnish the principal element.

Establishments.	Value.
Agricultural Machinery.....	\$8,707,000
Pig Iron.....	6,000,000
Bar Iron.....	3,000,000
Stoves.....	1,388,000
Hardware.....	300,000
Iron Castings (not Stoves).....	2,656,000
Iron Railings.....	311,800
Safes.....	208,700
Sewing Machines, 21 ".....	275,300
White Lead, Lead Pipe, &c.....	796,000
Tin, Copper, and Sheet Iron.....	3,063,605

We give the above, not for their amount, nor as half of what might be shown; but, as illustrative of the great variety of manufactures, which are rising rapidly in the Valley of the Ohio, of which iron, copper and lead are the chief elements. Every year will increase these factories, and introduce new varieties; and, as we have seen, Ohio, Kentucky and Tennessee supply the raw material in illimitable quantities, it is only necessary that we should complete our communication to every part; and this Valley will team with the marts of industry and enterprise.

Sandusky & Cincinnati Railroad Annual Meeting.

At the annual meeting of this company, on the 15th inst., the following gentlemen were chosen Directors for the ensuing year:

Jacob W. Pierce, Israel M. Spelman and Theodore A. Neal, of Boston; Rush R. Sloane, Lester H. Latham, O. Follett and William G. Lage, of Sandusky; Elisha C. Litchfield, of New York, and Wm. Wilshire, of Cincinnati.

At a subsequent meeting of the Board, O. Follett was elected President; L. H. Latham, Secretary and Treasurer; J. H. Potter, Superintendent.

UNION PACIFIC—KANSAS DIVISION.—This Company, in the success of which the whole country, and especially the more central portion, is so deeply interested, is making rapid progress in the work of construction. In addition to the large force that they are now already employing, they are calling for 5,000 more laborers to urge forward the great work. They also offer good opportunities for contractors in construction and the furnishing of material.

ATLANTIC AND GREAT WESTERN RAILROAD.—This road with a commendable zeal to facilitate business has instructed their Secretary to publish the following resolution extracted from the minutes of their proceedings.

Resolved, That Marvin Kent, in charge of the office at Kent, Ohio, be and is hereby designated as the person, in the State of Ohio, upon whom process may be served in actions brought against this company in that State.

OHIO AND MISSISSIPPI RAILROAD.—There is to be a special meeting of the holders of Certificates of this road on November first, at the office of the Trustees, in New York city, to vote on a plan for reorganizing the Company. This is really one of the most important railroad routes in the country, and although it has ever suffered from the terrible mismanagement and profligacy of its early history, it is yet destined to form an important part in our locomotive system. We hope some plan will be adopted that will place it on a proper footing; free it from debt, reduce the vested capital to what it should have never exceeded, and in every respect make it a first-class road. Gentlemen, try the experiment, we believe it will pay.

PORT DEPOSIT BRANCH RAILWAY.—The Philadelphia, Wilmington & Baltimore Railroad Company are now landing cross-ties and rails at Port Deposit, preparatory to laying the track of the branch road, connecting that town with Perryville. It is understood that the company intend laying the track forthwith.—*Elkton Whig*.

Railroads, Fast Freight Lines, and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

There has been a good deal of talk in the newspapers and elsewhere on the subject of "Fast Freight Lines" and "Express Companies," and their profits, and the consequent injury to the stockholders of railroad Companies. That this class of organizations have made money, is undeniable; but that they are, *per se*, vampires on the Railroads is not quite so plain. The subject was brought up before the Ohio Legislature last winter, and a Committee of the Senate are now taking testimony, for the purpose of eliciting such information as will enable them to take such intelligent action as the premises may demand. The following is the testimony of H. C. Lord, Esq., of the Indianapolis & Cincinnati Railroad.

I am the President and General Superintendent of the Indianapolis & Cincinnati Railroad, and have been such for ten years. I have also charge, as President, of the Whitewater Valley Railroad, running to Brookville.

Q. Has the Railroad with which you are connected any arrangement with fast freight lines, corporations or persons, for the carriage of merchandise?

A. There is no contract or arrangement between the Indianapolis & Cincinnati Railroad Company and any fast freight line—of course, I do not refer to express companies.

In reference to the amount of time which an engineer should be employed, I should say that I don't think that an engineer should run with a passenger train over one hundred and thirty miles per day, or with a freight train, over from one hundred and ten to one hundred and fifteen miles per day. An engineer, while running his engine, must have his mind wholly absorbed in his business; the strain upon him is constant and great, and I consider the labor very exhausting; it is, of course, coupled all the time with special anxiety. I should say that an engineer can not run a locomotive beyond a limited number of years—from ten to twelve, probably—without breaking down. It has been my practice to give them other employment after that length of time.

Q. Do you know of any case in which, in your opinion, accidents have ensued from over-working engineers?

A. I know of accidents which have been attributed to negligence, or violation of orders, by engineers, when I believe they should have been attributed to their exhausted condition. Engineers are generally paid according to the length of their runs, and being anxious to make more money, they will sometimes over-work themselves, in order to make, say six instead of three dollars.

Q. What express companies use your road?

A. The Adams and American only at present: but we are about closing a contract with the Merchants Union. We have a contract with the Adams Express Company. The American Express Company are now using our road, and the contract is to be agreed upon immediately. The Adams pays us, I think it is \$50 per day, and so many cents per hundred weight for all over that. They

are allowed 500 pounds East and 3,000 West. They have so much room in the cars and free passage for their messenger and a safe. They carry small packages generally; now and then boxes of merchandise; but generally small parcels. They deliver at local stations.

Q. Do they use your agents and the conveniences furnished by your local stations for keeping and distributing their matter?

A. Very frequently they employ the same agents as are employed by our Company; but the agents of the express and railroad companies are not always the same.

Q. Are any of the officers or agents or employees of your road, or have they been, interested in the profits of express companies or fast freight lines?

A. I am not aware that any officer or agent of any railroad company is now interested in any fast freight or express company. I have myself been a stockholder in the Adams Express Company for several years past, but I hold no stock in it now.

Q. What advantages, if any, do you give local and through freights over each other?

A. We charge as a general rule more for local than for through freight. The charges for through freight are of necessity very much regulated by the competition of other lines. There is no preference given to either local or through freight in the transportation. The through freight leaves Cincinnati at night, going directly through to Indianapolis. The local freight leaves Cincinnati in the morning, and distributes the freight along the road. There is communication daily with every local station on our road. We have three through trains between Cincinnati and Indianapolis, two of which are local trains, stopping at all stations when signaled. We also run one train between Lawrenceburg and Cincinnati, and we have another train running to Harrison, making one trip each day to connect with the White Water Valley Road at Harrison.

Q. Do you allow way-passengers to carry any little packages they choose?

A. Our rule is not to permit passengers to carry merchandise, but they are allowed to carry articles for household use or wearing apparel. We would not permit a person to take down a barrel of flour or a sack of coffee; it would be permissible to carry a market basket. We have a baggage-master on every car, and a baggage car attached to every train. It is to the interest of every railroad to grant all possible facility and conveniences to local business, and the more they grant the more rapidly will the country tributary to the road be settled.

We have no arrangement for shipment of package of small freight to local communities by our passenger trains. The Western Union Telegraph has a line upon our road. We have a line for our own use exclusively. We maintain the poles and are in doubt about wires. We receive a proportion—think one-half—at local stations. In all cases where we can, we select operators for our agents and pay their salaries. We pay for an independent operator when one is required. I should not be willing to have a joint employee. We pay the Telegraph Company nothing, and they none to us. We have our messages sent free by courtesy off our road—there is no contract—and sometimes have paid for them. We pass their repair man and line-inspector free.

There is no Union ticket office in the city. Each road has its own ticket office and agent, as far as I am advised. We maintain our office and pay our agents so much per month.

There are no commission agencies for our road. On the line of our road, at local stations, we pay our agents a monthly compensation, and also a commission on their sales of tickets, the object being to interest every agent in selling tickets to passengers before entering the cars.

My only experience with Union ticket offices has been at the city of Indianapolis, where there is a Union depot occupied by all roads centering there. That depot in all its arrangements, is under control of a board of directors representing these different roads. There is connected with it a Union office, with agents and sellers, who are required by the Union Board to compel every passenger to designate the route over which he wishes to travel, and to issue tickets accordingly. No offices outside are tolerated. I think the arrangement has resulted equally to the advantage of the roads and the public. If the same thing could be carried out in Cincinnati, the result would be equally satisfactory. I think if there was a Union office in this city, wisely regulated, the superior officers of the railroad acting in good faith with one another, it would enable the several companies to dispense with a large class of servants employed in soliciting patronage, and would save to the companies a large amount of money, pay for advertising, and for all sorts of hand-bills and posters; and the public would be benefited by getting reliable information at a known and central office.

The mercantile public would be benefited by having a uniform tariff of rates, which the managers of the road should be compelled to observe; the rates, however, to be changed from time to time, by mutual agreement, when the conditions of trade would make it expedient. The roads now employ a large class of servants to solicit freight, some of whom, I believe, are paid by a commission on the amount of freight secured by them. It, therefore, often becomes their personal interest to cut rates, so as oftentimes to take freight at a loss to the companies. They are also in the habit, as I believe, of misrepresenting the action of other roads and other agents in justification of their own conduct, and the result has been a constant and violent fluctuation in the rates of freight, which are equally injurious to the railroads and shippers. This whole class of employees in freight and passenger department would be interested in defeating any arrangement or any legislation which would interfere with their trade. I think they ought to be prohibited by a law operating upon all railroad agencies soliciting business in Ohio.

The running of a road, with reference to its safety, depends more on the condition of the road than on any thing else. The speed of trains should of course be regulated according to the condition of a road and of its equipments, machinery and cars. If the proper standard could be ascertained, I think the roads should be made to govern themselves by it. I see no reason why a proper officer or inspector should not be able to keep himself advised of the condition of a railroad and of its equipment, and that road be required to regulate the speed of its trains in conformity therewith. I think the safety of a road can be promoted by regulating the speed of its trains. I think the officers of these trains should be fully protected by law in the enforcement of wise rules and discipline. If passengers standing on the platform going from car to car, or trying to get admission to express or mail cars, are forbidden by the proper officers of the trains and they resist

their authority, I think the officers should have the power to arrest them. The safety of all the passengers is certainly paramount to the convenience of any one passenger. Passengers getting into cars without tickets is another troublesome evil, and I do not believe that until we have a system like the English system, where a man has got to go through a gateway before he gets into a car, this thing can be remedied.

I do not consider fast freight lines or organizations of any advantage to the railroads or to the public. I have, however, always believed that our railroads should perfect arrangements between themselves for the prompt dispatch of merchandise to distant points without breaking bulk; and this can be done just as well by them as by outside organizations. It is the common custom of the roads centering in Cincinnati, as I believe, to receipt for goods to distant points on the lines of other roads, and large amounts are received over them in Cincinnati from St. Louis and Chicago, and local points throughout the Northwest, billed through to this city, and if the freight is lost or damaged, the shipper or consignee is settled with by the terminal roads; subsequently, if the loss or damage can be located it is paid by the road occasioning the loss—otherwise it is pro-rated by all the roads on the line. There is no reason why the owner of property that has been lost or damaged should not be compensated as promptly by the railroad as by the treasurer or agent of some outside organization. If there is delay or negligence in the transportation of freight or in paying for it, if lost or damaged, it is the result of tardy management in the officers of the several roads. I know not why there should be any more liability to negligence in the officers or agents of a well ordered railroad than in the employees of a fast freight line. It is said that the freight controlled by the present fast freight lines is quicker dispatched than other freight. If this is true, it is because the railroads give it quicker dispatch; the whole thing rests with the railroad managers; they furnish the power, and make up and move the trains, and if the goods of one shipper travel more miles in a day than the goods of another, it is because the agents of the railroad company so will it. If an outside organization by handling freight in this manner makes large profits, it is certainly true that a railroad company, by increasing its own equipment, will secure this extra profit for its own stockholders. I know it is said that these outside organizations employ greater skill and experience, but it is because their large profits enable them to do so; and it must be true that the same profits, if realized by the railroad companies, would enable them to control the same skill and experience.

I have also a prejudice against these fast freight and dispatch lines from a conviction that they are not, after all, altogether outside organizations. It is certainly to their advantage to interest the agents and employees of the several roads over which they run in the profits of their business. The latter would be tempted to accept such offers, and, in their direction and dispatch of freight, to give a preference to the fast freight lines, and to discriminate against shipments by the ordinary channels. I do not think that any officer or employee of a railroad should be interested in the profit of freight or passenger transportation companies. I do not regard the ordinary express companies, whose business it is to transport money and valuable packages on passenger trains, in the same light. They

are, in my judgment, necessary, not only to the general business and exchange of the country, but are also of great benefit and convenience to railroad companies in handling their moneys and valuable parcels. Their responsibility is a special one, which could not with safety or economy be assumed by a railroad company. I am satisfied of this from my own experience as a manager of a railroad, and also from my experience for some time as the legal adviser of an express company, in which I was also a stockholder.

The Pacific Railway of Missouri.

In speaking of the Pacific Railway as an adjunct of civilization west of the Mississippi, the term "necessary," if not likewise the more radical expression, "indispensable," must be employed. A reference to the map will render this plain, and the world can hardly believe that until September, 19, 1865, all civilization found its way west of the Missouri by other channels than this, now its most important one. This magnificent enterprise in its inception, progress and completion is essentially a western one—has derived but little aid from abroad or from the general government, and has never been beyond the control of the company which inaugurated it. Its first charter was obtained in 1849, and no vitality was given to it for nearly a year later, when eleven of the most public spirited of the citizens of St. Louis met and formed a preliminary organization, subscribed over \$150,000 to the capital stock, which was soon augmented by private subscriptions to a half a million. Soon after this, the city and county of St. Louis subscribed together one million dollars in stock, and the State loaned it credit at first to the extent of \$2,000,000, which, subsequently, during the progress of the enterprise, they increased to \$7,000,000. The counties through which the road was located likewise gave evidence of their good wishes by the substantial tokens of subscriptions, equal to, in all cases, and frequently greater than their ability to pay. On July 4th, 1851, Mr. Luther M. Kennett, then Mayor of St. Louis, in the presence of a large concourse of citizens, took from the virgin prairie the initial spadefull of earth which was the physical commencement of this work. And although fourteen years elapsed before the last spike was driven, the important fact must not be lost sight of, that during four of those years, the red wave of civil war ebbed and flowed over this line, sweeping away nearly all its bridges and other improvements, besides destroying nearly all its commerce during a large portion of the time. The enterprise progressed slowly, consuming a year and a half in completing the first six miles; although in six months more, the substantial achievement of thirty seven miles was attained. In 1854, the people of St. Louis were called upon to save the enterprise from failure and ruin. This, to their credit, they did. After many other discouragements and disasters, among which was the historical accident of the falling of the Gasconade bridge, in 1855, which killed thirty-one persons, and wounded double as many more, the State capital was finally reached March 12, 1856; and one-half of the members of the legislature, there assembled, were treated to their first sight of a locomotive. When the rebellion opened, Sedalia was its advanced post, and the book of its progress was closed and sealed until peace should again extend her "olive wand" over the State. In 1863, the work was resumed, and progressed slowly,

in the midst of the most adverse physical and moral circumstances, until the spring of 1865, when it was most energetically and triumphantly pushed forward to an early completion. Seldom in the history of railway enterprises has relentless fortune frowned more darkly than upon this enterprise during its progress. The lamentable circumstances and attendant destruction of the war, here heavily upon it, while several severe freshets swept away their bridges frequently, added to which, its financial condition was never otherwise than cramped. Nor was the chaplet of adversity complete with this enumeration. For, singular to say, as formidable an obstacle as lay in their way to be surmounted, was the wrestling, from the non progressive, corduroy legislature which was indispensable to the carrying on of the enterprise. To this inauspicious combination of circumstances, is to be superadded the discreditable efforts which were made by a flock of vultures which settled and roosted about the State capital at a time when the enterprise did fair to collapse financially, designing to check such legislation as was sought by the struggling company to save the enterprise from ruin, hoping thereby to so direct matters that they might scoop into their net the result of the combined labors, struggles and sacrifices of the company. Yet all these obstacles were, one by one, removed, and there stands the railway to-day, the pride of Missouri, and a monument of the patient endurance and invincible energy of her citizens.

From its eastern to its western terminus is 283 miles. It defects but little from a due east and west line passing directly through the geographical center of the State, and affording the only modern highway to the capital from any quarter. No single hour's travel is destitute of subjects worthy the painter's pencil, while there is sufficient variety to dispel weariness. The Gasconade and Osage both lie across our path, to be crossed by substantial bridges, while a poetical stream called the Mesamee—we believe—travels in company for a couple of hours out of St. Louis. At Franklin, the southwest branch defects southward to Rolla. At Kansas City, you make close connection for Leavenworth, and also for Manhattan. The trains go west crowded, and return with fair showings. The rolling stock is of the newest and most modern description, while the coaches and sleeping cars are not excelled on any of your trunk lines.

—West R. R. Gaz.

Central Pacific, of California.

This Company earned in September, on the 73 completed miles of the road, the sum of \$114,400 in gold, or an average of about \$1,570 a mile. Its operating expenses during the same month were less than \$25,000, or an average of only \$341 a mile. The earnings of the road, during the past five months, have been as follows; May, \$65,116; June, \$67,430; July, \$85,600; August, \$111,770; and September, \$114,400. During the current month it is anticipated that an additional 21 miles will be put in operation, which will add largely to the receipts of the Company. The earnings of the whole 94 miles, thus completed, would, on the scale of the September receipts, approximate \$147,500, or equal to about \$1,770,600 a year, in gold. The completed portion of the road is now earning nearly twice as much as will be required to meet all interest claims against the Company, when its road shall have been completed from Sacramento City to the California State line, a distance of 156 miles.

—N. Y. Trib.

Cotton.

(From the New York Times.)

We are indebted to our friends of the Shipping and Commercial List for an advance proof of their regular copy-righted annual statement of the Cotton crop of the United States, for the year ending September 1, 1866. We extract from it the following interesting tables:

COMPARATIVE CROP STATEMENT.

	Bales.
1865-6.....	2,151,043
1864-5... (Est.).....	2,000,000
1863-4... (Est.).....	800,000
1862-3... (Est.).....	1,000,000
1861-2... (Est.).....	1,000,000
1860-61.....	2,616,086
1859-0.....	3,669,770
1858-59.....	3,651,481

CROP OF SEA ISLAND COTTON.

	Bales.	Bales.
1853-4.....	39,086	1857-8..... 40,566
1854-5.....	40,841	1858-9..... 47,592
1855-6.....	44,812	1859-60..... 46,592
1856-7.....	43,314	1860-66, no acc't.

HOME CONSUMPTION.

	Bales.
Total crop of the United States, as before stated.....	2,141,043
Added—	
Stock on hand at the commencement of the year 1st September, 1865.....	152,473
In the Southern ports.....	93,662
Makes a supply of.....	2,399,168
Deduct therefrom—	
The export to foreign ports.....	1,554,664
Less foreign included.....	7,763
Stock on hand 1st September, 1866—	
In Southern ports.....	162,836
In Northern ports.....	120,856
Burned at New York and Mobile.....	21,590
Manufactured in Virginia.....	6,333
Total.....	1,858,566
Taken for home use north of Virginia.....	540,642
Taken for home use in Virginia and south and west of Virginia.....	126,640
Total consumed in the United States (including burned at the ports) 1865-66.....	667,292
North of Virginia.....	540,652
Elsewhere.....	126,640
1865-6.....	Not ascertained.
1866-5.....	659,377
1861-1.....	193,388
1859-60.....	183,522
1858-59.....	167,413
1857-58.....	157,651

The following is an estimate of the amount of Cotton consumed, including burned, &c., in the States south and west of Virginia, and not included in the receipts at the ports. Thus:

1860. 1861. 1862. 1863-5. 1866.

N. C., bales.....	30,000	33,000	65,000	No acc't	23,000
South Carolina.....	21,000	24,000	200,000	"	16,000
Georgia.....	28,000	32,000	250,000	"	22,000
Alabama.....	11,000	12,000	130,000	"	9,000
Tennessee.....	15,000	17,000	75,000	"	10,000
On the Ohio, &c., 40,000	52,000	30,000	"	"	35,000
Total to Sept 1.....	154,000	170,000	740,000	.....	115,000

It is estimated that the quantity burnt in 1861-63 was about 1,000,000 bales.

The editors say they have no data by which to give even an estimate of the growth of the country for the year ending September 1, 1866, but the amount available for foreign export and domestic use for the twelve months was over 2,500,000 bales, not including receipts at the ports previous to September 1, 1865. The quantity of old Cotton remaining in the country September 1, 1866, not brought to market, was quite large, but we have no means of arriving at the exact figures—we hear estimates as low as 100,000 and as high as 200,000 bales. We append growths of previous years:

	Bales.	Bales.
1865, estimate.....	500,000	1862, estimate..... 1,000,000
1861, estimate.....	800,000	1861..... 3,566,000
1863, estimate.....	1,000,000	1860..... 4,000,000

The Public Debt—A Great Year's Work.

On the 1st of October, last year, the Government debt was \$2,740,854,758, and on the 1st of October, 1866, it was \$2,573,336,942, showing a liquidation in just one year, of \$167,517,816. The floating, unaudited debt, a year ago, was larger than it is now; so that we may safely say that the Treasury is 200 millions better off than it was in Oct. 1865.

During the year the Treasury has paid off its short liabilities as follows:

Temporary loan.....	\$98,494,000
Certificates of Indebtedness.....	56,000,000
1 and 2-year 5 per cent. notes....	32,500,000
Compound interest notes.....	23,000,000
7-30 Treasury notes.....	87,000,000
And reduced its circulation.....	29,000,000

Total reduction of short debt, \$325,994,000

The long debt has been increased as follows:

5-20 bonds.....	\$149,000,000
-----------------	---------------

There has been but very little change in the bonds of 1881, and the 10 40 bonds are about the same.

The cash on hand a year ago was \$68,000,000 Now it is..... 128,000,000

The matured debt not yet presented for payment is \$45,800,000 now, against \$1,373,000 in October, 1865. Of this \$45,000,000, \$22,500,000 is Clearing House Certificates, payable on demand, bearing 4 per cent. interest to the 25th inst., when they will be paid off.

Thus we see that Secretary McCulloch has in one year paid off 167 millions of short debt, and funded 157 millions more of short debt into long bonds, besides reducing the legal tender 29 millions, and very essentially augmenting his cash on hand; and of the cash on hand, 75 millions is gold, after deducting 11 millions for the gold certificates outstanding.

These figures show how fast the Secretary is working towards a safe foundation for a resumption of specie payments.

It is generally thought that the Secretary has made no contraction in the greenback currency during the past year, but by referring to the Oct., 1865 statement, these items appear under the head of "Debt bearing no interest:"

U. S. notes.....	\$400,000,000
U. S. notes issued for redemption of temporary loan.....	\$26,160,569

This was a temporary issue, and has since been redeemed and cancelled, so that the greenbacks have been reduced 29 millions since Oct., 1865.—*Thompson's Reporter.*

September Earnings of the Pittsburg, Ft. Wayne & Chicago Railway Company.

PITTSBURG, Oct. 11, 1866.

From	1866.	1865.	1864.
Freights.....	\$417,056 45	\$442,082 86	\$387,728 48
Passengers.....	219,718 29	322,865 43	204,978 81
Express Matter....	7,500 00	14,702 51	5,200 00
Mails.....	7,925 00	7,925 00	7,925 00
Rent of Railway....	7,083 34	7,083 34	7,083 34
Miscellaneous.....	2,425 45	1,578 90	2,541 04

Total.....	\$661,608 53	\$795,938 04	\$675,359 64
Jan 1 to Sept. 31.....	\$5,466,178 75	6,337,235 43	4,953,247 95

The Charleston and Savannah Railroad is to be sold at auction, under the direction of Trustees, at Charleston, S. C., on the 20th of November, 1866.

Public Debt.

L. P. Morton & Co's European Circular of Oct. 14, has the following remarks upon the reduction of the Public Debt:

The statement of the Public Debt for Oct. 1, 1866, shows a further reduction in the liabilities of the Government, amounting to \$22,346,227. During the month of August the total debt was reduced \$37,416,108, and during the combined months of June and July, \$37,189,091. The total reduction during the four months ending Sept 30, 1866, thus amounts to \$96,951,426. According to the monthly official returns, the amount of the Public Debt, at the beginning of each month, from Oct. 1, 1865, to Oct. 1, 1866, has been as follows:

1865.	
October 1.....	\$2,744,947,726
November 1.....	2,740,854,758
December 1.....	2,714,633,314
1866.	
January 1.....	2,716,581,536
February 1.....	2,716,898,152
March 1.....	2,711,850,000
April 1.....	2,705,646,516
May 1.....	2,689,689,842
June 1.....	2,670,288,367
July 1.....	no statement
August 1.....	2,633,099,276
September 1.....	2,595,683,168
October 1.....	2,573,336,941

During the last six months the extraordinary aggregate of \$132,309,575 of debt has been liquidated—a rate of payment which would extinguish the whole indebtedness of the Government within nine and a half years. During the last twelve months \$171,610,785 of debt has been paid off—a rate of liquidation which, though not so large as that of the last six months, would yet wipe out the whole debt within fifteen years. This large reduction of debt has been effected through the ordinary revenues, which have been collected without any symptoms of discontent at taxation, and which it would appear Congress is not likely early to reduce.

The San Paulo Railway Inclines.

The four inclines of the San Paulo Railway, of which a full description, with illustrations of the engines, were given in *Engineering* of February 2, vol. i. page 72, are now at work.

Mr. Brunlees, the engineer-in-chief of this company, states in his report that he arrived in Santos on the 7th of July last, and proceeded to San Paulo the same day. After occupying several days in examining the works, he found that generally they were in an advanced state. On the fifth of August there remained but 600 lineal yards of permanent way to be laid, and the contractors assured him that by the 8th of August, the day he sailed from Rio, the whole would be completed. All the stations were placed on good cross-country roads giving access to the line, but, excepting at Rio Grande and St. Paulo, which would be good intermediate feeders, the bulk of the traffic would come on at Jundiaby, and hence it would pass over the whole length of the line. Dr. Passos, the fiscal engineer, accompanied him over the line, satisfactorily tested the bridges, and made a list of the works required to be done, distinguishing those indispensable to the opening from those which should be completed during the twelve months' maintenance by

the contractors. This list was signed by Dr. Passos, and himself, and a copy was sent to the contractors. He had no doubt that all the works necessary for the opening of the line were now fulfilled, and that the line was either opened, or would be so during the month of September. As some doubts had been expressed as to the capacity and safety of the inclines, the time to be occupied on each incline would be 15 minutes, or an hour for making the ascent of the four inclines. Eighty tons of goods could be taken up each hour, and the same weight let down. Hence during each day of 12 hours 1,000 tons could be passed over each way, but by working the engines at their full power the above weight could be doubled. A special rail had been laid on the inclines for the purpose of using a clip brake. He had the opportunity of testing one of those brakes, and though the weight employed was one third more than the clips would ever have to pull up in case of an accident to the rope, still, out of many trials made at speeds, varying from 6 to 10 miles an hour, there was no difficulty in coming to a dead stop in a few yards. Independently of this provision, the wire ropes were of good quality, and able to bear a strain of 10 times that of the working strain. The contractors have recently run their trains with materials up the ascent in 35 minutes; but no driver was to run his engine at more than 18 revolutions per minute, so as to make the ascent or descent in an hour; and when it was considered that the perpendicular height of 2572 ft. was overcome in that time, there could be but little ground of complaint. The works generally were well and substantially executed, the masonry in the tunnel and bridges was abundantly strong and the iron-work in the bridges and viaducts was of good quality and well put together. He was satisfied, from seeing the railway near Rio, which had been made ten years, that iron was the very best material that he could have used for sleepers. The engines and other rolling stock were of excellent manufacture, and well adapted both to the traffic and the climate. The inclines were now working admirably, and he was satisfied that they possessed ample capacity for the traffic, that they were economical, and that they could be worked with perfect safety.—*Engineering.*

BARYTES.—This mineral, which is the sulphate of baryta, and sometimes known as "heavy spar," is found in a natural state in many localities. It has been very extensively used for many years, on account of its greater cheapness and fine white color, for the purpose of adulterating white lead employed in painting. It is now, however, used as a substitute for white lead, than which it is superior for many purposes. Address and visiting cards were formerly coated with white lead, but this enamel, and consequently the printing on it was liable to be wiped off. Prepared barytes is fast, and consequently preferred. A very great impetus has been given to the use of barytes by the paper collar trade. When the collars were covered with white lead, there was reason to fear that the health might be endangered by the pores imbibing this deleterious substance. Barytes has therefore been substituted with so much success that twenty tons per day are used in New York City in the collar manufactories alone.—*Artisan.*

The town of Ottawa has just voted by a large majority to take \$100,000 worth of stock in the Ottawa & Fox River Railroad.

Interesting and Instructing Items.

(From the London "Engineer.")

Umbrellas were unknown in Glasgow till 1782.....Upwards of 2,000 different kinds of nails are made.....The manufacture of pottery in England employs 110,000 persons.It is found that of the dry substance of the egg 40 per cent. is pure fat.....The method of blowing fires by means of the steam-jet in the chimney or fire was known to the ancients.....The manufacture of the wire for the last Atlantic cable kept nearly 250 hands employed for eleven months; over 30,000 miles were supplied.....In burning carbon to carbonic oxide a pound of oxygen generates only 2,962 units of heat; while, in burning this carbonic oxide into carbonic acid, a pound of oxygen generates 4,258 units of heat.....The immense force of the explosion of nitro-glycerine may be gathered from the fact that during some experiments in Cornwall last summer, a wrought-iron block, weighing about three hundred weight, was rent to fragments by a charge of less than one ounce of nitro-glycerine.....Nitro-glycerine, which is impure and acid, after a time decomposes spontaneously, gas being disengaged, and oxalic and glycerine acids produced. This may account for some of the explosions which have happened. Being shut up in bottles the gas could not escape, and hence caused a pressure so that the least shock caused it to explode.Thirty years ago pens were sold whole sale at 5s per gross, and now they are sold as low as 1½d. or 1½d. per gross. When it is remembered that each gross requires 144 pieces of steel to go through at least twelve processes, the fact that 144 pens can be sold for 1½d. is a good example of the results attainable by the division of labor and mechanical skill.....If a drop of nitro-glycerine is let fall on a plate of cast iron which has been warmed it quietly evaporates; if the plate has been heated to redness it burns without noise, like a grain of powder; but if the plate, without being red-hot, is at a temperature which causes the nitro-glycerine to boil immediately, the drop is suddenly decomposed with a violent detonation.....An ingenious mechanic has invented a guillotine worked by steam, the advantages of which he sets forth in a prospectus printed on crimson paper. Its great feature is that it can at one blow cut off six heads, "and even eight on an emergency."The recent experiments at Woolwich demonstrate not only the absurdity of the statements which were made as to the relative steam-producing powers of petroleum and coal, but the impracticability of using the one as a substitute for the other with any such advantage as would be commensurate with the difference of cost.

NASHVILLE AND DECATUR RAILROAD COMPANY.—At a meeting of the stockholders of the Tennessee and Alabama, Alabama Central and the Southern Central Railroad Companies, held at Huntsville, Alabama, on the 26th September, a consolidation of the three companies was effected, under the style of the Nashville and Decatur Railroad Company. The new company intend to push their line to Montgomery, Alabama thus effecting a more direct communication with the Gulf of Mexico.

Hon. Sam. Tate, President of the Memphis & Charleston Railroad, has been elected Vice-President of the Memphis & Little Rock Railroad.

ENGINEERING furnishes a few interesting facts regarding the physical elements of different railways:

The Serra de Mar, the Brazilian coast range of mountains, rises with a slope of about two to one, to an elevation of over half a mile. The San Paulo Railway is carried up this serra by means of four planes, inclined one in ten, of a total length of five miles.

Captain Moorsom once stated that loads of 13 tons were successfully moved 20 years ago, and by locomotive power for ¾ of a mile, up an incline of 1 in 13, on the West Cornwall Railway.

The estimate originally made by the Belgian engineers, for the wear of rails upon their lines, was 120 years. At present 10 years is not under the average life of rails, whilst many are actually so much worn in 12 months as to be no longer fit for use.

The proportionate cost of railways, in round numbers, taking the United States as 1, is Germany 2, France 3, England 4.

The Merton tramway, about 10 miles long, and running through Merton and Croyden, was in use in 1809, and was worked altogether for about 20 years. The rails were of cast iron, about 3 ft. long and 5 in. wide, with a high flange or tram on the outer edge. They were supported upon the tops of posts, driven into the ground, at a distance corresponding to the length of the rails.

The Box incline, on the Great Western Railway is 2½ miles long, and inclines 1 in 100.

The maximum gradients of the London and Northwestern line between London and Birmingham are 1 in 330, with the exception of the Euston incline, which is 1 in 66.

Rails of a depth of 6½ in. have been used on the North London Railway.

On the Western Railway of France there is, in addition to the engine driver and fireman, an inspector who rides upon the engine, and who attends, as far as possible, to the general observance of signals or accidents made from or happening to the train.

In the execution of railway earthworks one man will shovel into a wagon from 15 to 18 cubic yards of earth daily.

Upon all the railways of the Grand Duchy of Baden and of Prussia, only one passenger was killed, in a period of six years, for every 17,514,977 carried.

The settlement of railway embankments is sometimes such that, in one instance on the Great Northern line, 26 ft. in depth of ballast have been filled in at one point to restore the original level of the bank.

The Giovi incline of the Turin and Genoa Railway is 6 miles long, and rises 889 ft.; average gradient 1 in 36; steepest gradient 1 in 29; sharpest curve 20 chains radius; 255 miles of tunnelling. The Semmering incline, on the Vienna and Trieste line, is 13½ miles long from Payerbach to the summit, and descends 8½ miles to Muzzuschlag; the ascent on the first-named portion being 1,325 ft. and on the other 705 ft.; on the longest slope the average gradient is 1 in 47; steepest gradient 1 in 40; and on both slopes there are 30 curves of 660 feet radius, and 38 curves of 924 feet radius; whole amount of tunnelling 2.66 miles. The Bhor Ghat incline, near Bombay, is 15½ miles long, rising 1,831 ft.; average gradient 1 in 48; steepest gradient 1 in 37; sharpest curve 990 ft. radius; whole amount of tunnelling 1.44 miles. The Alleghany inclines of the Baltimore and Ohio Railway in the United States, comprise two slopes of 1 in 43½ for respectively 11 and 9 miles, with a gradient of 1 in 50 for 9 miles more; sharpest curve 600 ft. radius.

RAILROAD ITEMS.

The location of the Baltimore & Potomac Railway was commenced by a party of engineers last week. The engineers commenced operations on the line of the Annapolis Railway, and are working on towards the Patuxent river.

The surveys are completed for the proposed railroad from Baltimore to Aquia Creek, there to connect with the railroad to Richmond and the South. The shortest time between Baltimore and Richmond is now eleven hours. By this project the time will be reduced to five hours—a sufficient gain to warrant the enterprise.

A survey for a new railroad and general traffic bridge over the Mississippi at Rock Island was commenced on Saturday last. This survey is ordered by the War Department, and is to be made by E. H. Johnson, Esq., Chief Engineer of the Chicago, Rock Island & Pacific Railroad, assisted by Edward Powers, Esq., a distinguished Civil Engineer of New York.

The Madras Railway Company have been experimenting on the relative cost of wood and iron for railway sleepers. It has been found that for a series of years the wooden sleepers have averaged a cost of 169 per mile, while the iron ones have cost but \$74 per mile. The advantage of iron over wood has been made so apparent, that the company has resolved to use iron hereafter altogether.

The Illinois Central Railroad Company are discussing plans for a connection between the two lines of their road, about midway between Chicago and Centralia. One plan is for a road from Urbana, on the Chicago branch, to Decatur; another proposes to run from Paxton, on the Chicago branch, about midway between Urbana and Gilman, to Hayworth, on the main stem, about midway between Decatur and Bloomington, while another proposes to connect Bloomington with Kankakee.

The Board of Directors of the Sugar River Valley Railroad met in Madison, Wisconsin, on the 10th Oct., to devise plans for building the road from Madison to Portage. Measures were initiated which, it is hoped, will result in beginning work on the road very soon. A meeting of the citizens of Madison will be held on the evening of the 23d, to secure their co-operation in the work. F. Briggs, Esq., of that city, was elected member of the Board of Directors, in place of D. M. Tenny, resigned.

The extension of the Northwestern Railway to Council Bluffs, Iowa, will be completed in about three months, and arrangements are being made for the grand opening. Messrs. Tappan, Patrick and Brown of the Northwestern Railway, have left Chicago for Omaha and Fort Kearney, to make the needed preparations. The extension will be invaluable to Chicago, connecting us directly with the western part of Iowa and Nebraska, and indirectly with a vast extent of country hitherto reached but with great difficulty.

MONETARY AND COMMERCIAL.

With the general increased activity in business, there is also a greater demand for money. It is, however, in the power of the discount houses to meet it freely at the usual rates; although as the season advances it is probable that the demand for money in handling the produce and pork crops will be such that higher rates will prevail. Gold during the week has ruled high, but for the last two days, it has exhibited signs of weakness, and rates have been a shade lower. The daily fluctuations were as follows:

	Opening.	Highest.	Lowest.	Closing.
October 11.....	151	151½	151	151¾
" 12.....	150¾	152¾	150¾	152¾
" 13.....	153¼	154¼	152½	152½
" 15.....	153¾	153¾	150¾	150¾
" 16.....	148¾	150	147	148¾
" 17.....	148	148¾	147¾	148¾

The supply of exchange from regular channels has been short of the demand and rates are firm. Our present system of national currency, however, will prevent any recurrence of the exorbitant rates that used to prevail some years ago, under the old system of banking. The following are the usual quotations.

	Buying.	Selling.
New York.....	par@50 prem.	1-10 prem.
Philadelphia.....	par@50 prem.	1-10 prem.
Boston.....	par@50 prem.	1-10 p. em.
Gold.....	147@147½	148@148½
Silver.....	135@135½	139@140

The following table of the revenues and expenditures of the last fiscal year, though nearly the same as the statement of the Secretary of the Treasury made to Congress on the 20th of July, soon after the year closed, is in a more exact and official form, prepared for his forthcoming annual report:

From customs.....	\$179,046,630 60
" public lands.....	665,031 03
" direct tax.....	1,974,754 12
" internal revenue.....	309,226,812 81
" miscellaneous.....	65,125,966 46
Total.....	\$556,039,195 06
To civil, foreign and miscel..	41,049,965 96
To pensions and Indians.....	16,253,300 44
To war.....	284,449,701 82
To navy.....	43,519,632 21
To interest.....	133,074,737 27
Total.....	\$518,347,337 70
Total receipts.....	556,039,195 06
Total expenditures.....	518,347,337 70

Excess of receipts..... \$37,691,857 36

Of the New York market the *Tribune* of Tuesday says.

Money is wholly unchanged, and leading houses have an abundance of capital offered at 4@5 per cent on call. Prime commercial bills are sold at 5 per cent, and good at 5½@6 per cent. The bank state shows a further increase in loans, with a reduction in the deposits, specie and legal tender items, with an increase in the circulation of \$874,550.

Government stocks were steady and in good investment demand. For 10-40s, the quotation is advanced to 99¼@100, rates which should make the Secretary of the Treasury a seller to the extreme capacity of the market. The Railway share market opened very strong, with a general disposition to buy anything upon the list at an advance in most cases over the extreme quotations of Saturday night. At

the improvement there was the usual amount of selling to realize profits, and the customary reaction in prices. Old 5 20s rose ¼, and New ¼; 10-40s, ¾. New Tennessee rose ½, and North Carolinas ½. Ohio and Mississippi Certificates fell ¼. In Railway mortgages but little done. Bank shares firm. Citizens' Gas Light Company of Brooklyn rose 10 per cent. American coal rose 2 per cent. New York Central rose ½; Erie ¼; Hudson River 3½; Reading 1; Michigan Southern ½; North Western common fell 1, and the Preferred rose 1. Cleveland and Pittsburgh was active, and rose ¾; Rock Island rose 1; Toledo Wabash and Western fell 1½, and the Preferred rose ½; Fort Wayne rose 1¼ per cent, and Milwaukee and St. Paul Preferred ½. After the call the entire Railway share market was low, and in some cases a decline of 2 per cent was shown and for some time the market was very soft and panicky. A reaction soon set in, and prices rose almost as rapidly as they fell. Late in the day the market was feverish, and closed as follows; Ohio and Mississippi, 33½@33¾; Canton Company, 55@55½; Boston Water Power, 31½@32; Cumberland Preferred, 58½@58¾; Quicksilver, 54¼@55; Mariposa, 13½@13¾; Mariposa Preferred, 29¼@29½; Western Union Telegraph, 54½@54¾; N. York Central, 117½@117¾; Erie, 83½@83¾; Hudson River, 126½@127½; Reading, 116½@117; Michigan Southern, 90¼@90½; Illinois Central, 126½@127½; Cleveland and Pittsburgh 92½@93; Cleveland and Toledo, 120½@120¾; Rock Island, 168½@169; North western, 45½@45¾; Northwestern Preferred 75½@76½; Fort Wayne, 110½@110¾.

MANUFACTURE OF STEEL AND PURIFIED IRON.

—An improved reverberatory furnace has been patented by M. Galycazat, of Belleville, France, in which steel or homogeneous metal may be conveniently manufactured. He passes steam through the metal to be converted, and provides the necessary taps and tubes to enable the reverberating superheated furnace to maintain the metal in tranquil fusion for some time. In casting the steel he removes the blisters usually met with by closing the mould, and exploding gunpowder, composed of 80 parts saltpetre to 20 parts of carbon, within it. He claims the use of crucible-clay or fire-clay fixed to the sides of the furnace. These plates are provided in their thickness with a chamber above and parallel to the surface of the molten bath, in which the ends of the tubes entering the molten metal are led. The liquid metal remains fluid on entering them by the orifices by which the steam passes when the entrance tap of the upper chamber is closed. 2. An upper reservoir of melted metal intended for returning to the purified iron the carbon required for its conversion into common steel. 3. The conversion of the common steel into homogeneous steel by fulfilling the two conditions united in recasting crucibles, which are keeping the steel in a state of tranquil fusion, and at a very high temperature, in the reverberatory furnace, whose combustion is actuated by the steam injected into the chimney. 4. The means indicated for submitting steel when run into moulds to the pressure of gases, which drive its particles into close contact and efface the blisters.

The railroad bridge over the Chattahoochee, at Columbus, Ga., is finished, completing the connection between the Georgia and Alabama systems of railroads.

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IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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STEAM SYPHON WATER-STATIONa locomotive can raise water, with its own steam, to fill
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FIRE-ENGINE,wherever steam power is used; as at Machine Shops
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THE BEST BILGE PUMP,

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tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 124 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trout brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

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MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
itively at the time appointed.**No Postponement to take place on any
consideration.**Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

CLUB RATES.

5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00
10 " " 9.00	50 " " 43.50
20 " " 17.50	100 " " 85.00
30 " " 26.35	

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town of the Union, with whom liberal arrangements will
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100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.**40,000 ACRES**

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON,WM. MERCER,
Cambridge, Ind.R. B. MORE,
Late Master Car Builder,
C.H.&D.&D.M.R.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS**Cambridge, Ind.****REFERENCES.**

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
 J. M. RIDENOUR, Pres't, C.&I.J.B.R. College Cor., Ind.
 J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
 L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
 J. H. WELER, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
 J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
 [Aug. 2, tl.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.**THE CORK CAR SPRING COMPANY**

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

No. 42 Cliff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

**COAL & IRON
LANDS,**

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5**Workable Seams**

OF

COALFrom **3 1/2** to **15** Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 52 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and

Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Six'h St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnet House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants' Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnet House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

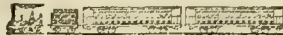
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		Day Exp.	Night Exp.
Leaves	'INCI NATI.....	9:40 A. M.	10:50 P. M.
	HAMILTON.....	10:39 "	11:53 "
	DAYTON.....	12:05 "	1:10 A. M.
	SPRINGFIELD.....	12:56 "	2:03 "
	MARION.....	1:50 P. M.	2:40 "
	URBANA.....	3:44 "	4:29 "
	GALLION.....	4:55 "	5:25 "
	MANSFIELD.....	5:15 "	6:30 "
	AKRON.....	8:32 "	9:0 "
	RAVENA.....	9:25 "	10:15 "
	LEAVITTSBURG.....	11:39 "	11:10 "
	GREENVILLE.....	12:00 A. M.	12:35 P. M.
	MEADVILLE.....	1:10 "	2:15 "
	CORRY.....	2:35 "	3:35 "
Arrives	SALAMANCA.....	4:55 "	5:55 "
	NEW YORK.....	10:20 P. M.	1:00 "
	BOSTON.....	4:55 "	11:55 A. M.
	PITTSBURGH.....	2:20 A. M.	3:20 P. M.
	HARRISBURG.....	1:30 P. M.	1:40 A. M.
	PHILADELPHIA.....	5:35 "	6:40 "
	BALTIMORE.....	5:30 "	7:00 "
	WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

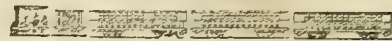
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12:10 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 11:22 a. m.; Easton at 11:30 p. m. Through cars from Pittsburg to New York.

1:00 p. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:49 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

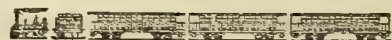
2:10 p. m.—FAST LINE, from the West, leaving Pittsburg at 3:10 a. m.; passes Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

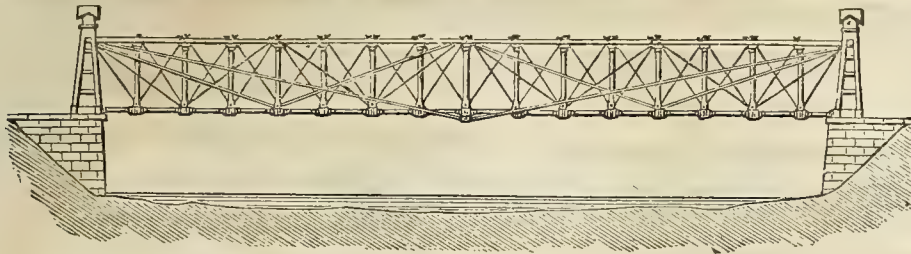
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron, and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,
ENGINEERING & TELEGRAPHIC
INSTRUMENT MAKERS,
Philadelphia, Pa.

W. M. F. HEWSON,
STOCK BROKER,
21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

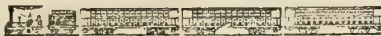
H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

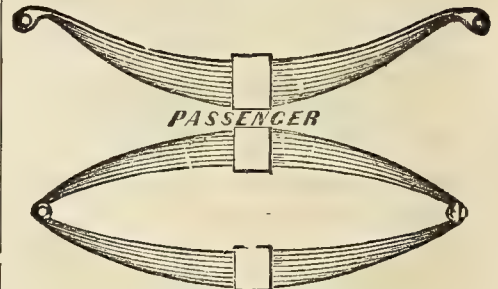
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE

THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC
SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and best material, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,
Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,
Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest. Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Balltore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the office, south-east corner of Broadway and Front; or at the Depot House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

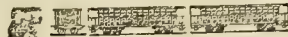
TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		
Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.		

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

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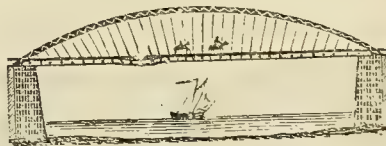
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The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, OCTOBER 25 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.

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	DEPART.	ARRIVE.
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Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:10 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

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Baltimore and Washington City
Express Mail..... 8:25 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:55 A. M.
Marietta and Parkersburg Mail..... 4:00 P. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:25 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:40 A. M.
Loyeland Accommodation..... 5:45 P. M. 7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:20 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:50 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....	6:45 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Connersville, Cambridge City and Indianapolis Mail..... 7:00 A. M. 9:30 P. M.
Connersville, Cambridge City and Indianapolis Express..... 1:30 P. M. 11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:30 A. M.	4:21 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:45 P. M.

Manufactures of Cities—Cincinnati and Pittsburg.

In one of the recent numbers of the "Merchants' Magazine," we saw an article on the manufactures of Pittsburg. The writer stated, that Pittsburg was the *third* in manufactures of the cities of the United States, and forthwith began to dilate extensively on the vast Manufactures of that thriving place. It seems to us quite strange, that when a person is writing statistics, with the Census returns before him, he should fall into such grave mistakes. There can be no object in a misrepresentation, and probably none was intended, yet all statistical statements should be made with accuracy. To show how much mistaken the Pittsburg man is about some things, we will take some of the details of manufactures in Pittsburg and Cincinnati for comparison. The aggregate value of the products of manufactures in several cities were as follows:

New York.....	\$159,979,369
Philadelphia.....	135,979,657
Cincinnati.....	46,995,062
Boston.....	37,641,868
Baltimore.....	21,683,517
St. Louis.....	27,610,070
Pittsburg.....	26,563,379

Here we see, that so far from Pittsburg being the third, it is only the sixth; and it is doubtful whether it is really as high as that, as we have not before us the separate returns of Lowell, Lawrence, and other manufacturing towns, which may equal it. We all know that Pittsburg is celebrated for its manufactures of iron and glass; but, he is a poor statistician, who expects to find the aggregate of manufacturing values in any town, by looking only to two or three leading articles. In order to show the difference between a manufacturing town, which has a great *variety* of manufactures, and one which depends on two or three articles, we will furnish the following comparative table:

	Pittsburg.		Cincinnati	
	Hands.	Value.	Hands.	Value.
Boots and Shoes.....	678	\$467,008	1,475	\$1,592,243
Clothing.....	1,043	1,107,281	10,182	6,516,945
Coal Mining.....	2,934	1,687,555		
Cotton Goods.....	870	1,076,333	190	426,500
Floor.....	120	1,335,741	113	1,773,003
Furniture.....	307	952,739	2,621	2,560,301
Glass & Glass Ware.....	2,119	2,074,143	13	18,400
Iron of all kinds.....	3,074	4,913,413	1,144	1,297,135
Iron Stoves.....	314	361,750	400	4,960,000
Lather.....	167	452,467	339	1,188,441
Machinery.....	115	1,031,268	1,414	2,081,300
Nails.....	969	1,140,800	13	7,385
Provisions.....	40	312,000	318	4,513,465
Sash, Doors, &c.....	40	37,030	250	402,000
Shipbuilding.....	124	165,760	232	265,214
Soap and Candles.....	98	646,963	53	3,207,273
Steel.....	52	880,100		
Tobacco and Snuff.....	50	45,810	113	84,000

The aggregate of Cincinnati and Pittsburg are:

	Cincinnati.	Pittsburg.
Hands.....	30,468	20,493
Products.....	\$46,995,062	\$26,563,379

There are some curious things in the above table. 1. The manufactures of furniture and clothing at Cincinnati employ *five thousand more people* than all the celebrated manufactures of iron and glass at Pittsburg.

2. The manufactures of provisions, soap and candles at Cincinnati are equal to all the products of iron, steel, and glass, at Pittsburg. 3. The manufacture of small articles, not enumerated in the above table, (at Cincinnati,) equals all the large manufactures at Pittsburg. The largest manufacturing places in the world are large cities, where a *great variety of small arts are carried on*. Such a one is Paris, which has a multitude of people employed in the minor arts, the products of which are distributed through the interior, and to other countries. Cincinnati is one of these places. There are a great many artisans here of a great variety of pursuits. But, even in iron, with all the advantages Pittsburg has, it is only 50 per cent. in advance of Cincinnati. Pittsburg employs 4,634 hands in all branches of the iron manufacture, and Cincinnati 2,971. The manufacture of machinery and stoves is greater at Cincinnati than in Pittsburg.

Cincinnati is, in fact, admirably situated for manufacturing. It is a great mistake to suppose, that it is necessary to be next to a coal, or iron, or a gold mine, in order to produce large amounts of manufactures. It is more necessary for a large manufacturing city to be where *food is cheap, artisans abundant*, than it is to be where the raw material is. Cincinnati has cheap food, and a great variety of skilled workmen. Coal and iron and lumber are very nearly as convenient and cheap as they are in the iron region. On the other hand, the *facilities* for business of every sort is greater than at Pittsburg, or at any point except New York and Philadelphia. It is, no doubt, for heavy products, such as are produced at Pittsburg, very well to be where coal and iron can be rolled into a factory; but, in all other kinds of manufactures, it is better to be where food, artisans, population, financial resources, and all the adjuncts and auxiliaries of manufacturing are present. We know of no site, in the whole country, better adapted to manufacturing than Cincinnati; and the fact that it is now *third* in the product of manufacturing is pretty good proof that it is well adapted for all kinds of handicraft, as well as machinery.

Lansdell's Steam Syphon Pump.

The terrible disasters along our coast during the late hurricane, accompanied as they have been by wholesale loss of life, naturally draw the attention of the public to some means of preventing the recurrence of such heart-rending catastrophes as the foundering of the ill-fated *Evening Star*, and which may be taken as a sample of a large class of marine disasters.

A beam engine on a seagraving vessel situated compactly as it is, and with its vast weight therefore concentrated in a comparatively small space, is in itself apt to rack an

ordinary vessel, and in a violent storm, tends to strain the ship and open the seams. This effect is still more largely increased by the weakness of the deck, from the openings in it necessary for the action of the machinery. A vessel so situated is therefore more liable to *foundering*, than an ordinary sailing vessel, and it becomes the owners as well as the public to look out for some means to prevent the disaster to which they are so liable. If they cannot strengthen the vessel, they must provide some more efficient means than they now employ to pump out the water flowing in upon them, and for this purpose we know of nothing more efficacious than "*Lansdell's Steam Syphon Pump*," an advertisement of which will be found in another column. Its advantage is that it is operated by steam direct from the boilers, and does not depend in any manner for its action upon the engines; it operates without piston, plunger, valve or movable parts of any kind; from its construction it cannot possibly freeze up, or choke, and by placing several *syphons* on a vessel, its entire boiler power can be used to free the vessel from water after the engines have become disabled, and all other pumps have ceased to work. Had the *Evening Star* been provided with these pumps, she would not have foundered, for the water could have been thrown out with a rapidity far greater than that with which it entered. The quantity of water discharged by these pumps varies with the size of the pump, and the steam pressure, from 5 gallons to 2,500 gallons per minute. A series of experiments have been made with these pumps at the Brooklyn Navy Yard, and with such eminent success that the Navy Department has ordered them placed on all Government vessels.

These pumps can be used with equal advantage in case of fire on shipboard to flood the vessel and put out the fire, and afterwards to relieve it of the water thus put aboard.

Another variety of the pump has been made for Railroad purposes; for raising water to fill tanks it needs nothing but boiler power; no engine is required; nor is it necessary to have elevated tanks as now; ordinary cisterns can be used to hold the supply of water, and the locomotive provided with one of these pumps, readily attachable to its boiler, can fill its own tank in as little time as occupied by the present process. For construction trains, where regular water-stations have not been established, it is especially useful; for the suction hose may be led to any convenient water, and the engine tank filled in a few moments. It is in use on the North Missouri Railroad, and on the New Pittsburg Railroad and Coal Co.; and is being introduced also on the Philadelphia, Wilmington and Baltimore Railroad.

The fact that it has the recommendation of Gen. D. C. McCallum, late Superintendent of

Government Railroads, and that he is one of the Trustees of the Company making these pumps, is sufficient evidence that it has intrinsic merit. The office of the Company is 48 Dey street, New York.

Railroads, Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

We devote a large portion of our paper this week to the important testimony before the Senate Committee on the above subject. So far the evidence has gone against the movers in this matter, and the indications are that the officers of the Railroads will be fully vindicated, and that the internal commerce of the country will be left to freely regulate itself without the meddling interference of the Legislature.

TESTIMONY OF E. W. WOODWARD,

Q. What is your occupation?

A. Superintendent of the Little Miami and Columbus and Xenia Railroads; have been such for seven years. Have been connected with railroads eighteen years.

Q. Are there any fast freight lines operating on your road?

A. There are. We have the Erie Transportation Company, the Merchants' Dispatch, the Union or Star Line, and the White Line.

Q. Where is the principal office in Ohio of the Union Line; and where is the managing agent stationed?

A. I think they have no general office in Ohio; they have local offices. I think there is a general office at Pittsburg. They have an office at Columbus, but I think it is only for the taking of freights. I think their general office is at Pittsburg; but I am not positive about it.

Q. Have you charge and superintendence of the arrangements between that line and your road?

A. Yes, sir. I have the general charge.

Q. Do you know whether in fact, whether in violation of rules or not, they have any preference in the transportation over other shippers?

A. They have none over other shippers either by rule or in fact; they come in with other shippers to have certain advantages on time freight or perishable freight. In the transportation of through as well as local freights over the road, discrimination in the matter of time is frequently made in certain cases where owners represent to us that on account of its perishability, or for some peculiar business purposes, it should be got through more rapidly than ordinary freight. Although these discriminations are made in certain classes of freights, all shippers are alike entitled to the benefit of them. Will give preference, for instance, to cattle above all other freight.

Q. Are there any agents of these transportation lines employed or stationed upon your road or at its terminal points?

A. There are agents at Cincinnati, whose names I could not tell you. They are at our depot; they have a place for a desk in our depot. That privilege is allowed to the agents of all freight lines, but they do not all avail themselves of it. The Merchants' Dispatch have an agent who is frequently there;

the Erie Transportation had, but they have, I believe, not now.

Q. Have those agents any management, or do they perform any offices or services in connection with the arrangement of trains or the dispatch of freight upon the road?

A. They attend to the loading and billing of their freight, turning the bills over to our officers; and in receiving freights they check the goods out of the car, and we simply, in case of the Union Line, haul the car; in the case of the Erie Transportation Company and others, they render to us checks or manifests of the load, assuming to themselves the responsibility of paying losses, drawbacks, &c. They have no control or management of the arrangement of the cars in the trains. In the case of the Union Line they furnish the cars; and in the case of the Merchants' Dispatch, and other freight lines, we furnish the cars. The only two lines having car rates on our road are the Merchants' Dispatch and the Star Line. The Star Line has been running on our road about three years; the Merchants' Dispatch ten years, which is supposed to be, and no doubt is, owned by the American Express Company. The Great Western Company does not run over our road. The Merchants' Dispatch ships westward only—nothing eastward. The Union Line ships both ways.

Q. Are there any officers or agents of your road having any interest or stock in either or any of these freight lines or in express companies?

A. None that I know of.

Q. Have you or other officers, agents or employees had, to your knowledge, during the last two years, any interest, direct or indirect, or stock in any of these lines?

A. I have never had an interest in any of the fast freight lines, so called. I have owned stock in the Adams and American Express Companies. My brother, clerk for a time in my office, owned some of the Union Line stock; he purchased this stock with his own means. Beyond this I know of no interest held by any officer, agent or employee on our road. I have never received one dollar of advantage from any transportation company, and never expect to, directly or indirectly. I disposed of my express stock during the last year and a half; I finished all sales of it about five months ago.

Q. What is your opinion of the advantage or disadvantage of fast freight lines to the interest of railroads, or to the convenience of the mercantile public?

A. I am clearly of the opinion that they are very much to the advantage of the railroads, and of an ultimate advantage to the shipping public. My reasons are based upon my own experience. The Merchants' Dispatch and the Union Line are netting us twenty five per cent more per car than we receive upon freight taken by our own agents in the usual way. The larger proportion of this advantage in net per cent. is owing to the fact that the transportation companies settle by regular established and printed rates, exacted by the railroad companies, and they are thereby forced to hold up their own taking rates in accordance. The transportation companies carry rather more than the average proportion of the first-class freight of the general trade. The excess on first class freights is slight, however, and would, if carefully computed, leave us on the gross freight carried by the transportation companies a little upward of twenty per cent. greater net money per car than the freights taken by the agents in the employ of the railroad company proper. I

will say a word or two in reference to the cutting of rates. This evil has become so great that for the year last past, I am obliged to state, east-bound through freights *via* Pittsburgh, taken in the ordinary way by the agents of the railroad company have netted us but \$13 31 per car between Cincinnati and Columbus, which is less than the actual cost of doing the work. East-bound freights are practically fourth-class, there being very little of any other kind shipped in that direction. The contention between freight agents for tonnage causes them to go far below the printed schedule rates from time to time to secure business. Through many considerable periods of time east-bound freights have been taken fully thirty per cent. below the schedule rates; and in our experience no one thing has ever gone so far toward counteracting this state of things as the placing in between ourselves and the shippers the conservative auxiliary known as the Transportation Company. To my knowledge this was one of the purposes for which the Star Line was originated. I believe there are six different railroad company agencies operating over our road for the securing of freight for their respective interest among whom this competition for freights arises. I think that nine-tenths of the freight that passes eastward from Cincinnati is, under one pretext or another, carried at rates much below those established by the printed schedule. The effect of all this competition is virtually to destroy the printed tariff of rates. During a period of nearly three months, in which the rates were continually being cut below the printed schedule, the Union Line were held up to the regular car rates, and their application for relief made to the railroad company was refused. During the same periods very little freight was received at rates exceeding twenty per cent. below the printed schedule rates. Freights were sometimes cut forty per cent. below schedule rates.

Q. What is the effect of this cutting of rates, in your opinion, upon the trade of the country, upon markets and the stability of prices.

A. I think the effect is an injurious one. I think the merchant, the shipper and the owner of property in the west would be benefited by fixed and permanent rates. This remark applies to the past five years, down to the present time. This cutting of rates is, to a very large extent, confined to the railroad company's salaried agents, and to the foreign agents of companies doing business over our roads.

Q. Are the facts that you have just given the reasons why the contracts of the fast freight lines are so much more profitable to you than the freight business brought to you through your agents?

A. Those are the reasons. The establishment of the Union Line has also resulted in securing to us a very large amount of Pittsburgh and Cincinnati river business, which we had before been unable to obtain.

Q. If the freights obtained by your agents were shipped at the established rates, would the business then of the established freight lines be more profitable to you than the business obtained through these agents?

A. No, sir.

Q. Then which would be the most profitable business, and what would then be the difference?

A. The company would receive 5 to 8 per cent. more net money from the freights, if the rates could be kept up to the printed schedule

at all times, than they do for freights carried by the fast freight lines, and pay, at the same time, the commission to their agents. The fast freight lines give themselves the name. They call themselves so, I suppose, for the purpose of inducing shippers, anxious to secure rapidity of time, to ship by them. All the rapidity of getting freight through that they possess, merely grows out of the fact that their cars run through. The Union Star line use compromise cars. My impression is that the Erie Transportation Company are not able to ship freight through any quicker than that billed in the ordinary manner.

Q. Have you any reason to suppose that they gain any advantage by the bribing of the employees of railroads?

A. No, sir. They gain something in speed to their freight by being vigilantly present at points on different lines, and wherever cars are left over by accident or otherwise, hastening them forward to their destination. This applies to the Merchants' Dispatch and Union Line.

Q. Do you know any other mode in which these fast freight lines actually secure any preference over other business?

A. I do not. The only advantage of the lines to the public is in the way of maintaining, so far as their influence goes, a steadiness of rates, and nothing else.

Q. If this cutting of rates, or competition among roads, could be in some way prevented, would it be to the advantage of railroads to transact their own business, without the intervention of these fast lines?

A. It would. They become simply useful by way of counteracting the cutting of rates in the competition among railroad agencies.

Q. What does it cost per mile per ton to carry freight?

A. That I do not know. We make up our tariff of rates as high as circumstances will allow us, and we get all we can, that is the only way I can answer that question. I am not prepared to give any definite opinion as to the cost of hauling freight at the present time. I am satisfied that the present tariff of rates for freight and passengers, is too low to enable roads to operate with any profit, and at the same time to keep the road in good and safe condition. Very few roads are kept in good order—ours, in many respects, is not as good as it should be. Our road would be safer and materially better if there could be expended on it annually 120 per cent. more money than there has been for the past seven years. In my opinion, no road doing a large business is safe until it has a double track. No wheels or axles are safe that are not renewed once in five months.

Q. How many freight agencies are there in Cincinnati?

A. I could not give them all to you; I will go as far as I can. There is the Pittsburgh, Columbus and Cincinnati, Pennsylvania Central, Baltimore and Ohio, New York and Erie, New York Central, the Marietta, the Hamilton and Dayton and Dayton and Michigan, and the Atlantic and Great Western roads. None of these roads have more than one agency here, I think.

Q. What commissions are generally paid to railroad agents?

A. I think we pay ours mainly by salary. It is possible we pay commissions in some southern points. What these commissions are I do not know.

Q. Where do you maintain agents?

A. We have an agent in New York, but, I think, none in any other Eastern city.

The shipping community itself probably contributes largely to the encouragement of this system of cutting rates—each shipper generally paying special attention to getting for himself the lowest possible rate.

Q. Wherein does the double track contribute to the safety of the traveling public?

A. Freedom from collisions to a very large extent obtained by these means.

Q. How much would that enhance the expense of keeping up a road after it was built?

A. A double track will probably cost about twenty per cent. to maintain more than a single track under an equal tonnage.

Q. Is there any thing that can be done in the way of regulating, by legislation, the use of competent men for engineers?

A. I think that nothing can be done by legislation which would tend to raise the standard of efficiency among locomotive engineers.

Q. How far can a locomotive be run in a day, with safety?

A. I should say from 120 or 130 miles. An engineer would not be able to run more than an equal distance, and I don't think he should run every day; four, or at most five days in the week, would be sufficient. There is no doubt but that the service required of locomotive engineers wears out the health and shatters the constitution of a man very rapidly. I know of engineers who, after long and continued running of their engine, have become entirely disqualified for the business, it producing in them fear and apprehension to such an extent that they were afraid to run an engine at any considerable speed. On passenger trains one brakeman to every two cars is the practice, but a brakeman to every car would insure greater safety. We use the old fashioned common lever brake; we regard them as safer than any patent machine in use.

I think too little attention is generally paid to the condition of the rails. Rails should be removed from the track when they show plain indications of crushing on the surface. By close watching defective rails can be found and removed, in nearly all cases, before any accident could occur.

I also think that not enough attention has been paid to keeping up the trucks and running-gear of passenger cars.

It is my opinion that bridges should be renewed as soon as there is any probability that they have commenced to decay. We have taken down bridges that have shown no special indication of decay, simply from the fact of their age inducing us to the opinion that the strength of the timber had become somewhat lessened; and upon taking them to pieces have found so much of the timber in a decayed condition, that it was the surprise of all that the bridge had supported the trains so long as it did. I am confident that it is our practice to renew bridges quite as frequently as it is done in the case of any other railroad company.

Another fruitful source of accidents to railroads, which I will mention, may be found in the multitude of cattle permitted to run loose over the public highways. These animals have caused nearly one-third of the accidents resulting from engines thrown off the track. I do not think we were ever thrown off the track by running over a man, and we have killed as high as fourteen persons, walking and asleep on the track, in one year.

Q. Are you much disturbed by the interference of passengers, and their neglecting to observe the various rules of the company—

such as standing on the outside platforms, &c.; and are there any police powers which, if given to your officers, would enable you to protect yourselves and the passengers?

A. We are very much disturbed from these causes, and the railroad interests very badly need some legislation to enable the men in charge of the trains to keep the passengers in their seats while the train is in motion. During a period of five years, in which no passenger on our trains, while inside the cars was injured, eighteen were killed or injured from falling off the platforms of passenger trains. Our conductors have been prosecuted and have paid their fines for assault and battery, for endeavoring to get such parties inside of the cars; and there is a general want felt among railroad train men, so far as I am acquainted with them, of some power enabling them to enforce among passengers observance of the rules while on the trains.

Q. What can be done by railroad commissioners in the way of providing for the safety of the traveling public, and in the way of regulating the speed of trains, or seeing that the roads are kept in good order?

A. Very much good can be done by commissioners if they are good, experienced men; very much ill would be done if they were not. I have heard this commissioner question discussed a good deal among railroad men, and it is by them generally opposed; but I think differently. If the commissioner had proper powers, he could, to a very considerable extent, enforce rules which would add to the safety of cars, bridges and track, on roads able to keep them in good condition.

Q. What powers should a commissioner have with respect to the running of trains and the uses of roads not in good condition, and not able to keep them in good condition?

A. He should have power to reduce the speed of trains to any extent necessary, or to such an extent that the track would be safe to run over, and the machinery and running gear of the trains safe. The speed of trains could be reduced so low—say to fifteen miles per hour—as to be entirely safe, except in case of defective bridges. For defective bridges there is no remedy, except rebuilding or repairing.

Q. Do you think it advisable to have a railroad commissioner?

A. I do. I think that one commissioner with power to appoint a requisite number of district engineers would be preferable to three.

Q. In reference to the local business of railroads, what is your opinion as to the best policy of a road and the accommodation that should be furnished to shippers?

A. I do not think anything can be done beyond limiting the road to a certain maximum rate for local freight, and leaving the course of trade to settle the question of through rates, unless an act could be passed prohibiting railroad agents from taking through freights at less than a certain minimum.

Q. Is it possible to fix a uniform tariff of local freights throughout the State?

A. It is not. On some roads the local tariff ought to be, in justice, twice as high as on others. There are roads that have no through business from their location, and they must be kept up solely by their local business, or not kept up at all; those roads are for the benefit of the public in their vicinity, and by them ought to be so far remunerated as

to be able to keep themselves in running condition.

Q. Is it practicable for Railroad Presidents, in connection with Railroad Commissioners, to establish a tariff of local rates, varied according to the circumstances of each road, and maintained by authority of law?

A. It would be; and I think one of the advantages of appointing commissioners would be that certain weak roads might be benefited by legislation, on recommendation of commissioners, reaching this very point of rates on local business.

In the strife among railroad companies for through business, their own interests in regard to the local business are apt to be overlooked. (And it is probable that in this connection, the supervision of commissioners, if properly directed, could be made of use to the interest of the public and of the railroads.)

I do not think that through and local rates could be made the same *pro rata*, but the difference between the two classes of rates has been practically too great for the interests of the railroad or of the public. Something ought to be done to check the tendency to undue reduction of through rates, and to relatively equalize them with local rates. I am preparing a report to my company, giving facts and my views upon these subjects more in detail, which, when made and printed, I will forward to the Committee.

Q. Has any stock or other interest in any express or transportation company, within your knowledge, ever been offered to any railroad officer or agent without charge, or upon terms more favorable than those offered to the public generally? Have such ever been offered to you, and of how many companies?

A. Upon the organization of two or three of these companies, offers were made by their agents to railroad officers and agents, of their stock, upon terms more favorable, as they represented, than they were offering to others. So far as I know, these offers were declined.

TESTIMONY OF J. B. REED,

I am Freight Agent of the Cincinnati, Hamilton & Dayton and Dayton & Michigan Railroads, and the Cincinnati, Richmond and Chicago. My place of business is in Cincinnati; have been agent for the Cincinnati, Hamilton & Dayton and Dayton & Michigan roads for several years; for the Cincinnati, Richmond & Chicago road since last spring; have been engaged in the freight depot of the Cincinnati, Hamilton & Dayton road since the spring of 1852. Three freight trains run over the Cincinnati, Hamilton & Dayton road each way each day, two of them to Dayton and the other to Hamilton. Two trains run from Dayton to Toledo, one a through and the other a way train. We try to do all the local business; we give it special attention. One train each day is a local train, and stops at all stations. The through trains seldom do any local business, and, as a rule, never do. We are sometimes very much crowded, but we generally manage to do all our local business. We treat local and through freight just the same: there is no preference given. When we are very much crowded we sometimes refuse through freight, but never local. We carry all kinds of small packages except money—everything known as freight; The United States and American Express Companies run over our road. The merchants Union has just commenced running. We have a written contract with the United States Express. I do

not know whether we have one with the American or not. There is a contract to be made, I think, with the Merchants' Union; we are prohibited by our contract from carrying express matter. They carry money and small packages of goods, or anything they please. They have the privilege of carrying 3,000 lbs. each way per day. For any excess over that they pay us extra. They have the privilege of getting one additional car if they choose.—They pay \$42 per day, and for extra freight ten cents per 100 weight for through freight. It is graduated, not exactly according to distance. The route is divided into 3 divisions, and they pay a certain sum from one division to another. These mentioned are all the express companies.

Of freight lines, there is the Great Western Dispatch, which it is said belongs to the United States Express Company, runs over a portion the Cincinnati, Hamilton & Dayton part of our road. They are confined exclusively to westward bound business. They reach our road by the Atlantic & Great Western Railway. Their freights are carried by the car load; the rates are made up in the East. We never had anything to do with that. What they pay is governed by the rate on first-class freight in the East. They pay about \$20 per car from Dayton. They carry what they please, but it is mostly first class. They are charged by the car load. There is no written engagement. The head-quarters of the company are in New York. It is said to be owned by the United States Express Company. I do not know whether it is an incorporated company. Mr. McCune is the general agent here.

There is the Great Eastern Dispatch line, that carries freight both ways. They run through to Toledo. They carry almost exclusively fourth class freight. The arrangement with them is by the car—nine tons to the car, at fourth-class rates. They have been charged for nine tons only recently—this spring, I believe; before this spring they were charged for only eight tons. The contract with them as to the rate is not written. It is just an arrangement made with the Board of Directors, liable to be changed at any time. They have a lease of the upper part of the C. H. & D. depot, in which they store freight. The same men that rent the building own the line. The Great Western have probably from four to ten cars per day. I do not think we have weighed their cars recently. It is not customary. The Great Eastern does business between competing points. Their business is mostly between Cincinnati and Toledo, and some between Chicago and Cincinnati. The business of the Great Eastern averages probably eight to ten cars each way per day, through to Toledo and to Chicago. They run some between Toledo and Indianapolis. Their business east and west is about equally divided. Our company, that is the railroad company, unload their cars, but they collect their own freight bills and give their bill of lading. The lower story of the building we use for our own freight depot exclusively. The upper stories they use. They have a lease for ten years from the 1st of January, 1863. I don't remember the terms exactly. At the end of five years there is to be a revaluation, and the rent fixed accordingly. Williams & Slocum constitute the Great Eastern Dispatch Company. All those connected with the firm were, I think, Williams & Slocum, and Mr. S. S. L'Homme-dieu, Jos. and Julius Henderson. I have no interest in it. I was never one of the company. I had an indirect interest in the concern having lent one of these parties money,

and what I was paid in the way of interest was dependent upon the profits. Mr. McLaren had an interest in the same way in the concern. My interest ceased some time in June. I have received my money back, and have now no interest whatever in it whatever. I think Mr. McLaren has sold out also. They do not own the wharf-boat, and never owned one.—They have their agents at different points, in Cincinnati and Louisville, and they contract for their own freight and give their own bills of lading, and bring it to us, and we bill it by the car load. W. T. Williams, one of the firm, is the manager here. Mr. Hendrickson is a clerk in the office of Williams & Slocum.

Of the freight going from here to Toledo they secure probably one-half; of freight from Toledo here, perhaps one-fourth. This mostly fourth-class. If these lines should all be done away with we think it might be to the advantage of the roads to be able to do their own business. Three-fourths of the Eastern freight that they get and control, is all rail freight from and through Cincinnati. Four-fifths, or perhaps nine-tenths of it, I suppose it would be to their advantage to send by way of Toledo. The Cincinnati, Hamilton and Dayton Road are under an arrangement with the Atlantic and Great Western to give them the all rail freight they control eastward; while that is the case, the Dayton and Michigan could get but little freight.

Q. What amount of freight do you have shipped over the Cleveland and Toledo Road?

A. We do not ship much. The Dispatch Company send some that way, but they do the most of their business over the lake, and pay the insurance. It is cheaper, I suppose, to them to do it. The advantages to freight lines are principally to shippers and consignees, and not to the railroad companies. When damages to goods occur, the express companies usually settles it immediately, which in the case of shipment by railroad, in the ordinary way, under the present system, is frequently not the case. We usually make it a rule to settle all claims for losses on goods received from connecting roads promptly, unless there is something peculiar in the affair, sometime looking like fraud. If we can locate the damage, the road on which it happens pays it; if the place can not be ascertained exactly it is pro rated.

Q. What difference in the way of prices do you make between local and through freight?

A. Our local freight on short distances, is considerably more than through freight. There is no definite rule. We take into consideration such things as loading, unloading and hauling a car a little way, and the switching it in. I have never made any estimate of the cost of stopping a train of cars and starting them again. I know nothing about the regulation of telegraph companies. We would carry one hundred barrels of flour in a car. The nine tun arrangement with the Great Eastern Dispatch was made earlier, perhaps, than June or July. As freight arrives in our warehouse, we unload it and give notice, and in twenty-four hours after it is subject to go into store. If we are crowded, sometimes it will lay there three or four or five days. If goods consigned to parties in Cincinnati were to be shipped down the river, Williams & Slocum do the transferring; it is not done at the expense of the railroad company. The capital invested in the firm of Williams & Slocum was \$30,000, to which each party contributed \$5,000, and the profits were divided in proportion. I received, as interest, the same proportion of the whole profits as the sum invested by me bore

to the amount invested. I don't know what profits were divided by the firm during the time I was a member. I do not know what my share was; I think, probably, it was about \$15,000. I was a member of the firm for a year and a half. Mr. McLaren and I both went out the same time.

Q. Do you know of any cases in which this Dispatch line interfered with or intercepted any freight which was being delivered to the road?

A. No, sir, I do not. There may have been instances, but none of any importance. If it was done, it was never done with my knowledge or approbation.

Q. Does this Dispatch line run upon the Junction road?

A. No, sir. They made an arrangement, I believe, once, but never carried any freight. They solicit business for the Junction road, and I think it pays them a commission, or something of that sort.

Re-examined.—The car load on our road is considered ten tuns, or one hundred barrels of flour. It is understood that a freight company may carry ten tuns. I mean, they might have carried ten tuns when they were charged for only eight tuns. They had a difference of two tuns before the present arrangement; now they have a difference of only one tun.—They are allowed the same privilege in reference to the loading of their cars that we take ourselves. For instance, if we had enough freight to fill fifty cars, and only had twenty or forty cars to put it in, we would load them heavier in order to accommodate the extra freight. If they were greatly pressed by business they would be allowed to do as we would do—put in as high as ten or twelve tuns.

Q. Do the express companies carry express matter on all your passenger trains?

A. I am unable to say.

Q. Do you carry local freight, small packages, &c., on any of your passenger trains?

A. I could not say positively, but I think not. We used to employ agents at all the principal river points in the South and Southwest, and East. We made arrangements with the different transportation companies, canal lines, &c., by which we paid them a commission of from forty to eighty cents per tun on freight procured by them. We carried the freight at usual rates. We never paid commissions on local business. This was through to Toledo.

Q. What was your mode of getting freight?

A. We got it through the agencies of other roads and lines, and from our own agents, by paying from forty to eighty cents per tun from Cincinnati to Toledo. We made no arrangements for freight from Cincinnati to Dayton, or from Dayton to Cincinnati, that being local freight. We made a lease of the Dayton and Michigan Road in May, 1863; previous to that we paid our proportion to Dayton. This freight mentioned was solicited at the principal competing points. We never had any agents at Chicago or Dayton; the soliciting agencies were only in the East, and South, and Southwest. This arrangement applied to the year previous to January 1, 1865.

Q. What was the rate per tun from Cincinnati to Toledo during the time in which you were paying from forty to eighty cents commission per tun?

A. It was very high—higher than at any other time—resulting partly from the war then going on. I should think it was from fifteen to thirty cents per hundred weight. We get scarcely any first-class freights by the lake.—The freight received by us from Toledo, over

the lakes, is almost exclusively fourth-class. We ship eastward by Toledo scarcely any first and second-class freight, and very little westward.

Q. What proportion of your freight, at this time, was solicited freight for which you had to pay commissions?

A. Almost the entire through freight from here to Toledo was commission freight.—Through freight shipped from Cincinnati during the year 1863 and 1864, was shipped direct by us, chiefly without the commissions, but through freight received from distant points from the *termini* of our road we paid commissions on. This applies to eastward bound freight, and westward bound freight from the East. It does not apply to freight coming from Detroit or the northwest. Since we made the arrangement with the Great Eastern Dispatch, since January, 1865, we have not, as a generality, paid commissions to any agencies. We have paid some to others, but it has not amounted to anything.

Q. What advantages in increase of business, so far as you know, have you derived from the arrangement with the Great Eastern?

A. It has been great over the Dayton and Michigan end of our line. There may not have been exactly an actual increase, but, in my judgment, there has been a large increase over what there would have been without the aid of the Great Eastern Dispatch. The effect of its operations has been to secure to the Dayton and Michigan road a portion of the through business Eastward, which otherwise would have gone over the Atlantic and Great Western Railway. All rail freight East bound controlled by the Cincinnati, Hamilton and Dayton Road is, by arrangement, to be delivered to the Atlantic and Great Western Railway at Dayton. In consequence of this arrangement the Cincinnati, Hamilton and Dayton and Michigan road puts no agent in the field for freight bound Eastward from the South. I can furnish no statistics showing the increase of freight, or the amount of freight which is secured by means of the arrangement with the Great Eastern Dispatch. This arrangement was made after that with the Atlantic and Great Western. The arrangement with the latter does not prevent us from carrying good Eastward by lake or rail; but, as the established difference between lake and rail and all rail is no equal to the premium upon lake insurance, there is consequently scarcely any lake or rail business.

In reference to the firm of Williams & Slocum I will make the following statement: There were, originally, six partners, Mr. L'Hommedieu, jr., Mr. McLaren, Mr. Julius Henderson, myself and Williams & Slocum. The capital was \$30,000. The arrangement was submitted to the Board of Directors of the road, and assented to by them. Subsequently, and before the contract was made, the arrangement was changed, Mr. McLaren and myself withdrawing from the firm, and an arrangement made for myself to contribute for one share, taken by Mr. Williams, and Mr. McLaren one share, taken by Mr. Slocum; Mr. McL. and myself to receive through Williams & Slocum the profits of the shares contributed by each Mr. McL. and myself were to pay \$5,000 each, and the members of the firm \$5,000 each, and each was to receive his equal share of the profits if there were any. We did each of us contributed \$5,000.

Q. For what investments or expenditures was this capital required?

A. I can not fully explain what investments were made. We actually paid in but \$2,500

each, and the balance was to be paid out of the profits of the concern.

No goods consigned to parties in Cincinnati to forward have ever been given to Williams & Slocum on the wharf-boat to be transferred, except from pure mistake. Occasionally goods have been received by us consigned to parties in Cincinnati, but the consignment not appearing on our manifest, or upon the goods, they were forwarded over the wharf-boat to the connecting lines of transportation. I am interested in the wharf-boat; have been since February, 1865, when it was finished.—I now own one third interest; I originally owned one-fourth. The understanding with them, as far as it applies to freight controlled by the Cincinnati, Hamilton and Dayton road, is that they shall be allowed the same wharfage for hauling as they are to the upper landing.

Q. Through what officer or agent of the Cincinnati, Hamilton and Dayton Road is the arrangement made with the wharf-boat?

A. This understanding is had with all the officers—the Superintendent, the President and myself. It does not entitle them to claim all the freights which the company controls. Our arrangement with Williams & Slocum is that they shall forward goods unconsigned to parties in Cincinnati. We deliver the goods to them, and they attend to forwarding them over the wharf-boat. The freight sent by Williams & Slocum is, in fact, not forwarded faster than ordinary freight. The freight of the Great Eastern Dispatch Company gets no preference in forwarding over that of other shippers.

Q. Have they any agents at your shipping points attending to the forwarding of freight?

A. Our agents attend to it exclusively on our road. We make special rates often, on lots of coal or other freight, to get it from the canal or other competing lines of transportation. Our rule as to local freights does not admit of a greater charge on shorter distances than upon longer ones; but occasionally, in making special rates to secure lots of freight, we charge a less rate to the point of consignment than the regular proportionate charge on shorter distances.

Mr. Moores refers in his evidence to a lard transaction with Gilbert, Oxborn & Co., which I will explain. This firm has been shipping lard to Boston, some by way of the Atlantic and Great Western Road. One lot they directed to go by Toledo and the lake, and I agreed to pay the insurance thereon, and take it at all rail rates. I afterwards made a contract with them for shipping another lot, of some 190 tierces, to be sent by the Cincinnati, Hamilton and Dayton Road, and by lake and rail, I agreeing to pay the extra drayage from the house of Eli Johnston & Co., where it was stored, to the depot, and to insure it across the lake. I received from them an order for it, which I gave to the Transfer Company and directed them to haul it; I advised the clerk in the office of the contract, and gave him instructions as to billing. The Transfer Company, instead of delivering the dray ticket for the lot to the office at the depot, took it to the office of the Great Eastern Dispatch, who gave their bill of lading for the same, supposing, as they claim, that it was intended for them. It was all a pure matter of mistake on the part of the Great Eastern Dispatch, arising out of the blunder made by the Cincinnati Transfer Company. The goods were afterward forwarded by the railroad company, and they got their pay according to

the contract. It would have been about the same to the railroad company to have shipped the freight by the Great Eastern as to have shipped it by my contract, for the difference between the car rates and those of my contract amounted to about the same as the cost of the extra drayage and insurance across the lakes.

British Railways in India—The East Indian.

The month of August, 1865, will be a memorable one in the history of our Indian empire, for then the last link in a chain of railway communication from the right bank of the Hooghly to the left bank of the Jumna was completed, and the intervening distance of 1,020 miles between Calcutta and Delhi made practicable within the short space of 37 hours. Just a hundred years had elapsed since the Emperor of Delhi granted to a handful of British adventurers the province of Bengal; and half a century before that time several small villages on the banks of the Hooghly were given to the East India Company in return for a small present made by them to the son of the great Arungzebe—one of those villages was Calcutta, now the City of Palaces and the metropolis of British India. The Englishman—often threatened, sometimes defeated, but always determined—has never relaxed his hold upon that, which from this small beginning has grown up to be the British empire in India. What blood and treasure have been expended in the successful attempt to extend the power of England from the Indus to the Ganges, from the Himalayas to Cape Comorin—how much of military renown and how much of wealth has been gathered up for England in its Eastern possessions—it is not our province to estimate or explain; but it does fall within our sphere to point out that an expenditure of some sixty millions sterling in the construction of railways will certainly do as much to consolidate and preserve our rule in India as the many millions which had previously been expended in war have done to establish the supremacy of England in the East.

At the head of the great railway enterprise of India stands the East Indian Railway. Starting from Calcutta, it follows the line of the valley of the Ganges, passes the great cities of Moorshedabad, Patna, Benares, Mirzapore, Allahabad, Cawnpore, Agra, and at 1,020 miles distant from Calcutta, enters the gates of Delhi. The locomotive will shortly pass into a city which native records tell was an old one even three thousand years before the Christian era. Delhi was a great city before William the Norman set hostile foot on English ground, and when a Saxon monarch ruled in England the fair palaces of Delhi were ravaged by the terrible Mahmud of Ghuznee. The gates of Delhi, which are now open to the resistless locomotive, were once stormed by that ruthless Tamerlane who built up within the city towers of the heads of the slain more lofty than those of its fairest palaces; and they witnessed the triumphant march of the renowned Baber, the great founder of the Mogul dynasty. Later they saw the British troops led by General Lake enter to receive the submission of the Great Mogul, thenceforward to become a pensioner on the bounty of the company of merchants in Leadenhall street; and still later they saw Mahmud Bahadour, the last of an inglorious race of monarchs, led out helpless, unpitied,

and dejected, to severe punishment as a rebel against that British power which his great ancestor had assisted to obtain a footing on the banks of the Hooghly. The famous dynasty has passed away, and Tamerlane, and Baber, and Nadir Shah, and Mahmud, now serve as names for the locomotives that scream beneath the shadow of that wondrous Jumna Musjeed, where the great Mogul, in barbaric splendor, swayed the sceptre of his extended empire. Delhi on the Jumna, Calcutta on the Hooghly, are now bound together by the iron bands of the railway and the slender wires of the electric telegraph—steam and electricity have completed what "villainous salt-petre" commenced.

This great enterprise, the East Indian Railway, has but 147 miles to complete, and its total length will then be 1,276 miles, or, with its Jubbulpore line, 1,501 miles, or about 200 miles more than our extensive London and North Western system. The great work has been carried out many thousands of miles from this country, and with money raised almost exclusively here, for out of a total sum of £24,415,000, only £287,000 has been subscribed by Europeans and natives in India. There are 13,992 holders of shares, including 3,630 holders of debentures in the East Indian Railway, of whom 113 natives and 146 Europeans are registered in India. The railway system of India is the result of British enterprise and British capital, and if our rule were at once to cease from India, we should leave behind, in our railways and telegraphs, monuments which may favorably compare, even in their vastness and grandeur, and will be infinitely more beneficial to the country and its people, with any of those which, constructed by former rulers of India, still excite, even in their ruins, the wonder and admiration of the Western world.

The construction of the railways in India has involved the necessity not merely of providing the necessary funds, but of sending from this country enormous quantities of the materials required for making and working the railways. Up to the 31st December, 1865, the total value of the goods thus shipped to India has been £17,622,000. The East India line alone has paid a sum of £2,350,000 for freight and insurance. The company has expended for works and bridges, £7,800,000; for permanent way and stations, £5,720,000; for rolling stock and engines, £2,650,000; establishment charges, £2,970,000; and for electric telegraph, stores, etc., a sum of £2,120,000. The amount which the company is authorized to raise is £29,950,000, of which £5,696,339 is in debentures. The amount already raised is £24,415,293, of which £5,643,999 is by debentures. A further sum of £1,000,000 has within the last few weeks been subscribed for in this country.

Sanguine as were the expectations of those who had urged upon the Government the construction of railways in India, they have fallen short of the actual results already produced. Among those who looked forward to the not distant day when the earnings of the railways would more than cover the interest guaranteed by the Indian Government was Mr. Juland Danvers, the able Government Director of the Indian railways; but in his last report he says he "never ventured to entertain a hope that before a line was actually completed, and while a considerable portion of the expenditure was not turned to any profit, the amount paid by the Government for the guarantee on the capital would be exceeded by the earnings of the railway"—

a state of things which it is not unlikely will be realized this year. Thus, in the East Indian, for the year 1865, the net receipts were £928,750, while the guaranteed interest paid by Government was but £1,161,813. The average weekly receipts per mile during that year were £39; an additional amount of £3 6s. per mile per week will enable the railway to pay £5 per cent. on the whole estimated ultimate cost of the undertaking. Weekly earnings of £50 15s. will pay 6, and £59 per week will be sufficient to yield 7 per cent. on the capital invested. This calculation is made on the assumption of 50 per cent. for working expenses, the actual expenses during the past year having been only 45.7 per cent.

The traffic of the line for the year ending June, 1865, was made up of £525,669 for passengers, £834,380 for goods, and £82,055 for telegraph and sundries; making a total of £1,442,104. The working expenses were £670,005, leaving net receipts of £772,099, equal to an average receipt per mile of £748—the average cost of construction of the line being £22,000 per mile. The fares for passengers on the East Indian line are, per mile, 2½d first class, one penny second class, and one farthing per mile for the third class. There were 4,134,945 passengers carried in the year ending June, 1865, and of these not less than 3,733,755 were third class.

In the working of the line the East Indian has one great advantage over those of other Indian lines,—viz: *the low price at which it obtains its supply of fuel. The line traverses an extensive coal district at Burdwan and Raneeungee, from which it can obtain coal at the pit's mouth at 10s per ton, while in the case of the lines in the Bombay and Madras Presidencies, English coal is supplied at a cost of from 40s. to 70s. per ton at the ports.*

The rolling stock of the East Indian consists at present of 328 locomotives, 523 passenger carriages, and 4,667 trucks and wagons, and 215 additional engines, with 2,000 vehicles, have been recently contracted for by the company. The number of persons employed on the line is 19,729, of whom 18,250 are natives, and 1,479 Europeans and East Indians. There are 901 persons employed in the telegraph, 578 in the stores, 6,517 in the engineer, 4,191 in the traffic, 6,511 in the locomotive and carriage, and 1,031 in the agents' department—the whole contributing an army more than six times greater than that with which Clive fought and conquered at Plassy, and laid the foundation of the fabric of British empire in India.—*Lond. Railway News, Sept. 22.*

The annual election for directors of the Atchison and Pike's Peak Railroad Company (the Atchison or Central Branch of the Union Pacific Railroad), was held at Atchison, Kansas, on the 19th September; and at a meeting of the Board, held in this city on the 9th inst., Ralph M. Pomeroy, of Boston, was elected president; William C. Wetmore, of New York, vice president; Ellingham H. Nichols, of New York, Treasurer, and Thomas M. Sother, Secretary.

CHESAPEAKE AND OHIO CANAL—During the month of September 416 canal boats cleared at Cumberland for Georgetown, with 43,638 tons of coal. The shipments for the season now reach 257,288 tons.

Macadamized Roads.

In the town of Ayr, Scotland, 110 years ago was born John Loudon Macadam, inventor of the style of road which bears his name. During the Revolutionary war Mr. Macadam was attached to the commissariat of the British army in America. Returning to Ayrshire when peace was declared, he was commissioned magistrate, and a trustee of roads. In the course of his duties in these capacities his attention was first drawn to the want of scientific principle in the formation of roads. The elaboration of the system which bears his name was the result. In his investigations into the condition of the roads in Great Britain, made as a private individual and at his own expense, he travelled over 30,000 miles, and spent over five years in time, and more than £5,000 in money. In 1815 he commenced carrying his system into operation. He met with the greatest opposition on every hand from the old fogies, but by an indomitable energy, and implicit confidence in the importance of his work, he distanced opposition, and as soon as the benefits of his system became palpable, the rapidity of its adoption was remarkable. At the death of the inventor, (in 1836,) there were but 250 miles out of the 25,000 miles of public roads in the kingdom not Macadamized. A road, according to Mr. Macadam, is an artificial flooring forming a strong, smooth, solid surface, capable of carrying great weight, and over which carriages may pass without meeting any impediment. His discovery that angular fragments of hard materials, sufficiently reduced in size, will coalesce or bind into a compacted mass of stones under the pressure of wheels, thus forming a sort of natural mosaic, impenetrable to water, and the system of road-making based upon it, have been of greater service and benefit to mankind than any other contribution to the science of locomotion except the invention of the steam engine. Mr. Macadam never received any adequate compensation for his valuable services. He was offered knighthood, but refused to accept. So long as mortals travel by horse power shall his name be held in grateful remembrance.

A conductor was recently fined five hundred dollars in Buffalo, N. Y. for ejecting a man from the car because he refused to give up his seat to a woman. On Western railroads such a case could scarcely occur. Ladies never require the intervention of the conductor, to obtain a seat. Still it rather was rough on the conductor. Lack of sufficient accommodations, however is not a new feature of this route.

MONETARY AND COMMERCIAL.

During the week past no remarkable feature has been exhibited in financial circles. There is a good demand for money, keeping the surplus funds of bankers in active demand; there is, however, no extraordinary call, there being an entire absence of speculative movements in every department of trade. The weather for the week has been as favorable to the crops as could be reasonably desired. Corn will be matured in good shape, and the crop will be over an average; and although present prices are ruling high for old, yet it cannot reasonably be expected that the new crop will bring such high figures. The farmers have had fine weather for putting in fall

grain, and in some sections of the country a large breadth has been sown, and so far as our observation goes, as well as the information derived from our correspondence, the crops look very well. In general business there is not as much being done as many were led to anticipate. The shortness of crops last year combined with the high price of goods and the curtailing of the old credit system has made it necessary for consumers to practice economy, and country dealers have been correspondingly cautious in their purchases. To the above causes we may add the exciting character of the present political canvass, and the consequent absorption of thought from business pursuits. The country has not yet fairly settled down to the habits of productive industry, and indeed it could hardly be expected that labor which has been withdrawn from production, by such a long and exhaustive war, could be sufficiently organized to make the first crop as large as could be desired. A taste has been created for making money faster than it can be obtained by honest toil, and although but few realize such vast fortunes that way, yet there are great numbers who desire to try their luck. We are essentially an agricultural people, and our surplus wealth must be produced from this source. Hence a partial crop materially curtails our ability to purchase goods.

The market for Eastern exchange has ruled firm, and quotations have been fully sustained.

	Buying.	Selling.
New York.....	par@50 prem.	1-10 prem.
Philadelphia.....	par@50 prem.	1-10 prem.
Boston.....	par@50 prem.	1-10 p. em.
Gold.....	149	147
Silver.....	134@137	132@139

The market for gold has been weak and prices lower. The following are the daily fluctuations since our last week's review.

	Opening.	Highest.	Lowest.	Closing.
October 16.....	149½	149¾	148½	148½
" 17.....	148	148¾	147½	148
" 18.....	148½	148¾	148	148½
" 19.....	149	149	147½	147½
" 20.....	149	147	146½	146½
" 22.....	146½	146½	146½	146½
" 23.....	146½	147½	145	145
" 24.....	147½	147½	147	146½

The New York stock market has been active, and prices of Governments have been sustained. Railway securities have been in good demand, and prices of some leading stocks have advanced. The following from the *Tribune* of Tuesday shows the spirit of the market.

Ohio and Mississippi, 33½@33½; Canton Company, 53; Boston Water Power, 31½@31½; Cumberland Preferred, 57½@57½; Quick-silver, 56½@56½; Mariposa, 13¼@13¼; Mariposa Preferred, 28½@29; Western Union Telegraph, 53@53½; New York Central, 121½@121½; Erie, 82½@82½; Hudson River, 126¼@128; Reading, 116½@116½; Michigan Southern, 91½@92; Illinois Central, 126@126¼; Cleveland and Pittsburgh 92¼@92¼; Cleveland and Toledo, 118¼@119; Rock Island, 108½@109; North-western, 55½@55½; Northwestern Preferred 80½@80½; Fort Wayne, 109½@110.

VERY CHOICE
Oil Lands
 IN
Kentucky & Tennessee,
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
CINCINNATI.

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,
 WITH
*Productive Wells all
 around them.*
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
CINCINNATI.

THE
STEAM SYPHON PUMP
 IS THE
*Most Simple, Effective and Durable Device for
 Raising Water by steam, yet discovered.*
 It is an independent LIFT AND FORCE PUMP, with-
 out piston, plunger, valve, or movable parts of any kind.
 IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
 WITH THE
STEAM SYPHON WATER-STATION
 a locomotive can raise water, with its own steam, to fill
 its tender in the same time as from an ordinary tank;
 thus dispensing with tanks, pumping ma-
 chinery, and men to attend them.
 IT IS AN EFFICIENT
FIRE-ENGINE,
 wherever steam power is used; as at Machine Shops
 Shops, Elevators, &c.,
 AND BY FAR,
THE BEST BILGE PUMP,
 for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,
 48 Dey Street,
 NEW YORK

A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be dis-
 tributed Gratis to the Holders
 of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 3/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid fronting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE
 will take place on
MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,
 At which time and place the ticket holders will appoint
 a committee of disinterested parties to distribute one
 hundred and fifty thousand dollars worth of val-
 uable property, as above described.
 The distribution will be done fairly, honestly, and pos-
 itively at the time appointed.
**No Postponement to take place on any
 consideration.**
 Each Ticket Holder's name will be duly registered, and
 should the parties not be able to attend the distribu-
 tion, they will be informed by mail of the gift
 they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35 00		
10 " " 9 00	50 " " 43 50		
20 " " 17 50	100 " " 85 00		
30 " " 26 35			

All orders executed by return mail. Money can be
 sent by Post Office Orders, Registered Letters, or Drafts,
 at our risk.

AGENTS—active and reliable agents wanted in every
 town of the Union, with whom liberal arrangements will
 be made. Ladies are invited to form clubs, and send for
 tickets, for all the property would be as useful to them
 as to the gentlemen.

The best references will be furnished on application.
 All persons wishing tickets and information, will please
 address, with full name, town and county, plainly writ-
 ten, to

J. J. ADAMS,
 Manager and Agent,
 64 Nassau St., N. Y.

100,000 ACRES
 CHEAP
OIL LANDS
 IN
Eastern Kentucky.

40,000 ACRES
 CHEAP
Oil Land Leases
 IN
Middle Tennessee.

NEAR THE
CUMBERLAND RIVER,
 FOR SALE BY
T. WRIGHTSON,

WM. MERCER,
 Cambridge, Ind.
R. B. MORE,
 Late Master Car Builder,
 C.H.&D.&D.M.R.R.

BUILDERS OF EVERY DESCRIPTION OF
RAILROAD CARS
Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
 J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
 J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
 L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
 J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
 J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
 [Aug. 2, 1867]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.In the belief that they will be found to be the most
ELASTIC, LIGHTEST AND CHEAPEST SPRING yet
offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable there after to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No	1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 "	"	6 1/2 "	"	35 "	"
3, 8 "	"	11 "	"	36 "	"
4, 8 "	"	9 "	"	35 "	"
5, 7 1/2 "	"	6 1/2 "	"	30 "	"
6, 10 "	"	8 "	"	40 "	"
7, 7 1/2 "	"	8 "	"	35 "	"

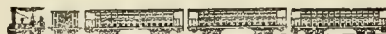
PHILIP S. JUSTICE, President.

No. 14 N. Fifth St., Philadelphia.

ff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

The Tennessee River is always
Navigable.

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi!

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 22 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Samuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.

Cleveland, Columbus & Cincinnati.

T. J. Gettler, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt., No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Eaton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:45 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:10 "
BAITMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIVIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

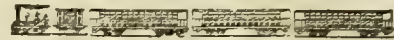
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:32 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

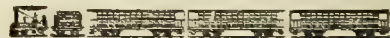
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

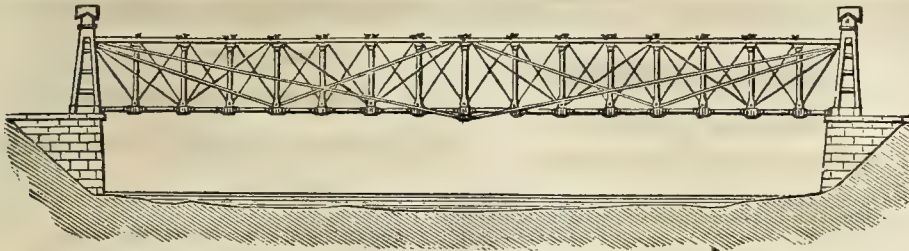
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schnitz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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ENGINEERING & TELEGRAPHIC

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No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
[F] Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. my 11

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MACHINERY OF EVERY DESCRIPTION.

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THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

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Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

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BUSH & LOBDELL,
Chilled Railroad Car Wheel, Tyre.

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Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

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Railroad Cars

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ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

on Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

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This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't. Belleaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run **SEVEN MINUTES FASTER** than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

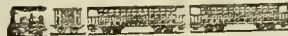
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time **TWELVE MINUTES SLOWER** than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA, IOWA AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis, at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the **RIGHT TICKET OFFICE** before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

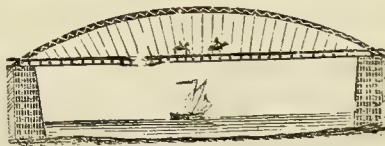
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BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



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McDANIEL & HORNER,



Locomotive and Railroad

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Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,
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CHAS. WHEELER
S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, }
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, NOVEMBER 1, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
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" " six months.....	40 00
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WRIGHTSON & CO.,
Proprietors.

The Manufactures of Railroad Machinery.

One of the most curious subjects of inquiry, connected with new inventions, is the amount and variety of other arts and manufactures which they require for their own operations. If we take, for example, the invention of railroads, what a vast variety and extent of other manufactures are connected with them! It is only about thirty years since railroads were successfully made in this country, and we have already at least 32,000 miles of railroad, and the number and amount of other arts and employments required to carry them on, is almost incalculable. Let us look, for a moment, at the kinds of manufacture required to operate them, after the roads are completely made; and which are constantly required and are increasing.

1. Let us look at the cars required. According to the Report for the Commissioner of Statistics in the State of Ohio, in 1866,—there is 1 passenger car to each 7 miles of road. Taking this as a general ratio, there are, in the whole country, 4,600 passenger cars, and these cost an average of \$2,000 each, making a total capital of \$9,200,000 in passenger cars. At least 5 per cent. of these must be renewed each year, not only for wear and tear, but for the constant changes going on; besides, the new stock required for new roads. It is a low estimate to say, that 800 passenger cars, at a cost of \$1,600,000 are now required each year.

Let us now look at baggage cars. The Statistical Report of Ohio—there were 10,429 freight cars, on 3,062 miles of road; making an average of 3½ freight cars to each mile of road. These cars cost about \$350 each car, which makes \$1,150 per mile for freight cars,

and a total cost for all railroads of \$38,800,000. This must be renewed at the rate of 10 per cent. per annum, which makes the manufacture of freight cars come to \$3,800,000 a year. Thus we have, in the annual production, no less than \$5,400,000 in the manufacture of cars for the railroads.

2. Of Car Wheels. Independent of the original manufacture and cost of the cars, there is a continual heating and renewing of car wheels. If any one will go to one of our railroad machine shops, he will be astonished at the great number of old and broken car wheels lying round. The fact is, that to make a car wheel to last any time is yet a desideratum with the railroad manufacturers. To make an entirely safe car wheel is an undiscovered art; and accidents are constantly happening from defective car wheels. The method of avoiding this kind of accident, as far as possible, is by sounding them at all the principal stations. The manufacture of car wheels is estimated, and is thus summed up in the Census Compendium for 1860.

CAR WHEELS

Were made in 17 establishments, returned from 7 States, to the value, annually, of \$2,083,350, which was the value of 142,000 car wheels, including 7,000 wheels, valued at \$57,000, cast in a shop at Worcester, Massachusetts, and included in the statistics of iron castings. The average value was \$14.67 each. In addition to the wheels made at Worcester, which are somewhat celebrated, being made of cold blast charcoal iron and chilled in sand pits, a large locomotive establishment at Taunton, in the same State, manufactures its own car wheels, chiefly of the tubular kind. But the principal car wheel factories are in the middle States.

Five establishments in the State of New York, at Troy, Albany, Rochester, and Buffalo, made 30,000 car wheels, averaging nearly 5 to the ton, and valued, altogether, at \$386,550. Four establishments in New Jersey, three of them in Jersey City and one in Warren county, turned out 18,000 car wheels, worth \$271,800. Three factories in Pennsylvania employed a capital of \$503,700 and 121 persons, and made 45,000 car wheels, valued at \$613,000. The principal one at Philadelphia employed a capital of \$490,000 and 100 hands, and manufactured 24,000 car wheels, which were cooled by a patent process, and valued at \$270,000, beside 725 axles, worth \$80,000. One factory at Hawley, in Wayne county, made 20,000 wheels, worth \$250,000, and one in Columbia county, 1,000 wheels, valued at \$13,000.

The largest car wheel factory in the United States was at Wilmington, Delaware, and had invested a capital of \$200,000. This celebrated foundry consumed 10,000 tons of iron, and with 200 hands cast 30,000 car wheels, valued at \$500,000, besides 1,000 chilled tires and 300 tons of other castings—a total value of \$562,000.

An establishment at Cincinnati, with 20 hands, made 1,200 tons of car wheels, (about 6,000.) valued at \$75,000, and one at Chicago, 1,000 tons of car wheels, or 4,000 in number, worth \$56,000.

3. The Manufacture of Locomotives.—This is the most important part of railroad

machinery, and is by far the most expensive. The average cost of locomotives is above \$10,000 each. The Statistical Report for Ohio, in 1865, shows that there were 660 locomotives on 3,062 miles of railroad; that is, something more than 1 locomotive to each 5 miles of road. Consequently there are 6,500 locomotives on American railroads, whose cost is at least \$68,000,000, (sixty-eight million of dollars,) and probably considerably more. If we take 10 per cent. as a fair proportion for renewals and new roads, we have an annual production of about 700 locomotives, at a cost of \$7,000,000. This is fully corroborated by the following full statement of this manufacture given in the Compendium for the Census. Recollecting that, in the six years since 1860, thousands of miles of railroad have been made, and the business of the old roads immensely increased, it will be seen that our estimate is not too large.

LOCOMOTIVES.

Locomotive engines were manufactured in 7 or 8 States, to the number of 470, or upward. The number of establishments engaged wholly or chiefly in this branch of machinery was 19, which, together, employed a capital of \$482,592 and 4,174 hands. The value of the engines made was \$4,866,900, an average of \$10,355 each.

The largest value was made by 4 manufactures in New Jersey, from which were turned out 166 locomotives, valued at \$1,565,000, of which sum \$765,000 was the product of one of three factories at Paterson, which employed 720 men and built 90 locomotives. The next in size was also largely engaged in making cotton machinery. The fourth shop was that of the Camden and Amboy Railroad Company, at Bordentown, which made a few engines and a number of cars.

Next to New Jersey, came Pennsylvania, in which 2 large factories in Philadelphia, among the oldest and largest in the country, employed capitals, respectively, of \$900,000 and \$750,000. The largest, with 675 hands, constructed 89 engines, worth \$750,000, and the other, with 580 men, turned out 79 locomotives, valued at \$670,000. Two locomotives were built in Scranton, and two in Pottsville, the values of which are not included in the statistics of this branch.

Five locomotive shops in Massachusetts built 54 engines worth \$643,000. The two largest were at Taunton, one of which, with 175 hands, built 23 locomotives valued at \$180,000, and the other, with 425 men, made \$250,000 worth of cotton machinery and 14 complete locomotives, including the wheels, and valued at \$80,000. Others were manufactured at Worcester and Roxbury.

Four shops, in New Hampshire, constructed 43 engines valued at \$805,900. The largest were 2 at Manchester, one of which, the machine department of the Amoskeag Manufacturing Company, employed 450 men, and turned out 37 locomotives, valued, with mill machinery and castings, at \$695,000. The Manchester Locomotive Works, formerly extensively engaged in the business, built about 5 engines, worth \$37,500, and the railroad shop, at Lake Village, a few locomotives and 32 cars. Another repaired engines and built 70 cars.

An old locomotive establishment at Baltimore, not in full operation in 1860, built in

that year about 6 engines, worth \$50,000. Two railroad shops in Kentucky executed work of the value of \$250,000, of which \$235,000 was the value of about 10 locomotives, some cars and repairs, made by one, and the balance chiefly repairing by the other.

The greater part of the locomotives made in the country, however, are built by 2 shops in Boston, 2 in Taunton, 3 in Paterson, and 2 in Philadelphia. One at Portland, Maine, one at Baltimore, and perhaps one or more in the State of New York, built a few locomotives, but were chiefly engaged in other work.

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

The importance of the subject, and the great local interest felt in it, is our apology for continuing to so fully occupy our columns, to the exclusion of general miscellany.

The following testimony of Mr. L'Hommedieu is remarkable for its clearness and perspicuity, and cannot fail to interest readers all over the country.

EVIDENCE OF S. S. L'HOMMEDIU.

Q. What is your occupation, how long have you pursued it, and where and with whom are you engaged?

A. I am President of the Cincinnati, Hamilton and Dayton, the Dayton and Michigan, the Cincinnati, Richmond and Chicago, and the Atlantic and Great Western Railroad Companies. I commenced my services as Railroad President on the Cincinnati, Hamilton and Dayton Road near nineteen years ago.

Q. Have the railroads with which you are connected any arrangements with fast freight lines, corporations, or persons, for the carriage of freights—what are their terms—the reasons for entering into them, and are their results advantageous or disadvantageous to the roads?

A. The Cincinnati, Hamilton and Dayton, Dayton and Michigan, Cincinnati, Richmond and Chicago, and Atlantic and Great Western Railroad Companies have such arrangements. The first, second and third named companies, with Messrs. Williams & Slocum, who are the proprietors of what is known as the Great Eastern Dispatch, who confine their business mainly to the line between Cincinnati and Toledo, and points beyond; doing only what is termed a through business from points where our roads compete with others. They are restricted from interfering with the local business of the roads. The contract is in writing, and is subject to your inspection. By it the companies now give the parties a car load rate of nine tons—that is, one ton out of ten—for the expenses of forwarding the freights, charging the freight as fourth class. The arrangement, when first made, gave the parties a car-load rate of eight tons, the same as given on other railroads to other fast freight lines. It was established last year, and was the first one on the line of roads between Cincinnati and Toledo. Regarding it as an experiment, and as necessary to obtain business in competition with similar organizations on most of the leading railroads of the country, it was made subject to alteration, modification, or discontinuance by the Board of Directors, at any time. It is now undergoing the examination of the Directors, with a view to making such changes as the experience of the year has shown to be necessary for the benefit of our stockholders and the public.

The Great Eastern Dispatch Company, in consideration of the terms given them, pay to the railroad company the full rate, on their *pro rata* proportion of the same, as established between the companies whose roads form the connected lines for business between Cincinnati and the North, East and West. The Great Eastern Dispatch Company employ agents, at their own cost, in Louisville, St. Louis, Memphis, and other points, for the purpose of receiving cotton, tobacco, and other freights for transportation over our

lines of roads. They also employ agents at Indianapolis, Chicago and other points West and North, as well as in the East, for the same purpose of receiving freights at their own cost. Previous to this arrangement, the railroad companies paid the expense of such agencies at remote points, either by salaries or commissions. In further consideration of the car-load rate, a wharf-boat costing about \$30,000 is provided and maintained without expense to the railroad company, at the river landing, near our freight depot, thus furnishing a protection, under cover, to merchandise, and giving greater dispatch to through freights. The dispatch company give their own bills of lading and settle all claims for overcharges, damage, &c., with the shipper—thus relieving the railroad company from liability, and, to a large extent, the freight agents of the company, giving them more time to attend to other duties connected with the local business of the road, and giving quite as much, if not more satisfaction to the through shippers of freights. The result to our companies, since the establishment of the Great Eastern Dispatch, has been a largely increased amount of freight at a less cost than if it had been obtained by the appointment of salaried or commissioned agents at various points heretofore named; and at the same time the dispatch company has been well paid for its services and outlay, making, as I am informed, at the rate of \$80,000 per year. During the year past, out of 62,593 cars received at and forwarded from Cincinnati, the Great Eastern Dispatch controlled 4,590, being less than eight per cent. of the whole. The freight earnings of the road were largely increased during the first year's operation of the Great Eastern Dispatch, over those of 1864, the year previous; and in 1864 the railroads of our country received higher prices than could be obtained in 1865. The agents of the railroad company load the freights for the Dispatch Company, and are instructed not to put more than ten tons into a car as a general rule. Sometimes less than this amount and again more, where it is desirable not to separate a shipment by putting a small amount into another car. The average tonnage of the Great Eastern Dispatch Company, for the year 1865, was nine tons and 537 pounds, and nine tons and 590 pounds since the commencement of their contract to the 1st day of October, 1866. The heaviest business done by the Dispatch Company was in the month of November last, during which month they received for our road upward of 800 cars. The freight with which they were loaded came mostly from Michigan, and from points in the northern portions of Indiana and Illinois, where a strong competition usually exists for the business. It consisted mostly of vegetables and fruits, fourth-class and perishable property; and such was the demand in Cincinnati for these articles at a largely advanced price, and such the anxiety of shippers to get them to market before the severe weather, that the Great Eastern Dispatch was able to contract at very much higher rates than our regular joint through rates from Toledo to Cincinnati. The railroad companies received their regular *pro rata* rates from Toledo, which were as much as they were entitled to under the contract. Under these circumstances the business of the month of November proved very profitable to the company, about as much so as any other three months since its organization. During this month of November, the railroad company were short of cars to move the local freights offering. The dispatch company, besides

Statistics of locomotive engines produced in the United States during the year ending June 1, 1866.

STATES.	No. of establishments.	Capital invested.	Cost of raw material.	No. of male hands employed.	Annual cost of labor.	Annual value of products.	No. of locomotive engines.
New Hampshire.....	1	\$ 211,000	\$ 452,701	534	\$ 172,948	\$ 816,900	43
Massachusetts.....	2	331,000	708,850	750	220,000	6,643,000	74
Texas.....	2	1,650,000	670,500	1,255	404,800	1,421,000	172
New Jersey.....	1	111,392	77,980	1,235	351,800	1,365,000	106
Ohio.....	1	187,000	103,500	60	18,000	50,000	36
Maryland.....	2	190,000	102,800	250	106,000	2,000,000	10
Kentucky.....	1	200,000	130,700	30	9,500	135,000	19
Virginia.....	1	200,000	130,700	30	9,500	135,000	19
Total.....	19	\$3,432,392	\$2,411,524	4,174	\$1,554,408	\$4,506,900	470

*The number of engines in these States was estimated.

The census statement does not express the whole truth; for there were certainly many locomotives made in Cincinnati. The aggregate production of locomotives at the present time is not less than \$7,000,000 per annum.

There are numerous other branches of manufactures, connected with railroads; of which we cannot here give an exact account. The manufactures of iron chairs and spikes, is an extensive and important one. The renewal of wood ties furnishes employment to many people. The sketch we have here given, that by the invention of a single machine, (for a railroad taken in the whole is only a machine,) not only the business done by that machine is facilitated and increased; but, there are connected with it various manufactures and employments, which without it would not have existed. It is an interesting subject of inquiry, which if fully examined, would furnish a chapter in Political Economy.

using the cars owned by them, were instrumental in obtaining one hundred and sixteen cars from the Michigan Southern and Northern Indiana and other roads, and thus they increased the amount of business on our road, and at the same time made it profitable to themselves. Much of the business would have been lost to our road, had it not been for the Great Eastern Dispatch. The dispatch company, through the exertions of their agents at distant and competing points have received more first, second, and third class freights than the company had previously been able to obtain, and on this class of business, they have made more profit than was contemplated by either party when the contract was made. In many cases they have received quite as much on a car load of freight as the railroad companies charge, from the fact that they received first class rates, while the railroad received by their contract only fourth class rates. For this reason, after a year's experience, the contract is undergoing a modification, by which the dispatch company will hereafter pay according to classification. The road has also received through their agents of the Great Eastern Dispatch in Louisville, Memphis, and other points Southwest, a much larger amount of freight than the company had been able to obtain, and it is believed *at less cost*. If the railroad company had procured the same amount and descriptions of freight, through its own paid agents, the expenses would certainly not have been less, and probably would have been more. What the dispatch company, and Williams & Slocum have made, has been not only from their contract with the Cincinnati, Hamilton and Dayton and Michigan Companies, but from car load rates on connecting lines, and from their storage and commission business. One thing may be said with certainty—that the Cincinnati, Hamilton and Dayton and Michigan Companies have not been the losers under their contract with the Great Eastern Dispatch, *if competing lines have*. Its freight earnings show a gain of \$133,734 for the year ending March 31, 1866, over those of the previous year; and this gain was made to the railroad company during the first year's operation of the Great Eastern Dispatch.

The partners in the firm of Williams & Slocum, from the beginning of the contract, and who are the proprietors of the Great Eastern Dispatch, are W. T. Williams, J. J. Slocum, Julius Henderson, and S. S. L'Hommedieu, jr. The President of the Cincinnati, Hamilton and Dayton and Michigan Companies never had a particle of interest in the firm, or its business—never had, or expected to have the amount of one cent from it. The various reports now in circulation in our city, impeaching the integrity of the management of the Cincinnati, Hamilton and Dayton and Michigan Companies, in connection with the Great Eastern Dispatch, are false, and have originated in misapprehension and personal malice.

The Superintendent and General Freight Agent, with the knowledge and approval of the directors, advanced, as a loan, \$25,000 cash to the individual members of the firm, and were each to receive one-sixth of whatever profits might be made in the business; but were to give the business no personal attention.

The Great Western Dispatch Company also have a car-load rate over the Cincinnati, Hamilton and Dayton, and Atlantic and Great Western roads, of eight tons westward-bound freights, for which they pay from Salamanca

to Cincinnati \$108 66 per car. They do no eastward bound business. This sum is divided between the two companies in proportion to the length of their roads. The Great Western Dispatch Company has been in operation for a number of years, and brings a large amount of business to the roads. The contract was made by the New York and Erie Company, who receive their *pro rata* proportion of the earnings with the Atlantic and Great Western, and Cincinnati, Hamilton and Dayton.

Q. Have you any agents soliciting freight? How are they paid, and what is the expense of maintaining such agencies?

A. The Cincinnati, Hamilton and Dayton, and the Atlantic and Great Western Companies have an arrangement with J. S. Griffith, successor to D. C. Henderson, by which they pay a commission of 8 per cent. on the gross amount of their earnings on through freights transported from Boston, New York and other Eastern cities to all common or competing points west of those cities; and 6 per cent. on the gross amount of earnings on through freights from Western and competing points to the East. This was paid *pro rata* by the two companies, for which D. C. Henderson, or his successor, J. S. Griffith, establish offices, and pay rents, agents, clerks, and all soliciting agents, together with all other expenses in the cities of New York and Boston, Louisville, Memphis, St. Louis, Chicago, and other important cities—with the exception of \$2,500 per annum paid to one soliciting agent in New York, A. C. Rose. The Cincinnati, Hamilton and Dayton, and Michigan Companies are at no expense for through freights, other than named above as allowed to the Great Eastern and Great Western Dispatch Companies in their car-load arrangements.

Q. Has the Cincinnati, Hamilton and Dayton Railroad Company any contract with the Atlantic and Great Western Railroad Company with reference to the transportation of freight, and if so, what?

A. There is a general contract in writing, under seal, approved by the directors and stockholders of each corporation, in which provision is made both for the transportation of freights and passengers on the general principle of *pro-rating*, and which contract is subject to your inspection.

Q. Have you, or any officer or agent or employee of your roads, any stock or interest, direct or indirect, in fast freight lines or express companies; or have they or you had such stock or interest in them during the past two years?

A. I have been the owner within the past two years of stock in the Adams, American and United States Express Companies, but do not hold any at present. I know of no officer, agent or employee of the Cincinnati, Hamilton and Dayton, Dayton and Michigan, and Cincinnati, Richmond and Chicago Railroad Companies who holds such stocks or interests.

Q. Have you been offered stock or an interest in any express or transportation company as a donation, or at a less price than the selling rates in market?

A. I was offered stock in one of the new express companies at a nominal rate, but declined. In no instance have I accepted such offers.

Q. What is your opinion of the advantages or disadvantages of fast freight lines to railroads and the public?

A. My opinion is favorable to them. The system is comparatively new in our country,

and is doubtless subject to some abuse. Time and experience will correct the abuses, and make manifest the advantages of the system to the railroads and the public.

The experience I have had in the last fifteen years in obtaining freight from distant and competing points, not on the line of roads under my management, satisfies me that more freight can be obtained, and at less cost to the railroad companies, than by the old system of their establishing agencies, paying salaries and commissions to solicitors; *and better rates can be secured for transporting the same*. Under the new system the railroad company pays only where it gets an equivalent, and the express, and fast freight owners, make most profit by the maintenance of remunerative rates; whilst, under the old system of paying so much per ton, the great object of the solicitor was to swell the tonnage, and without regard to price to be paid for transportation. The natural effect of this was to create a ruinous competition. Not unfrequently agents employed, at a distance, on good salaries, would be tempted by commissions from competitors to prove unfaithful to the company who paid him his salary.

The shipper, as a general rule, finds that he gets his freight through with more dispatch, and in the same good order and prefers, in most cases, to patronize these lines. At the principal points on the lines of roads, the express and fast freight lines have agents stationed to watch and do what they can to hurry along freights. With some of the express companies their agents are about as numerous as the agents of a railroad company. In case of loss or damage, where the shipper holds the bill of lading of the transportation company, he finds difficulty in obtaining settlements than when he deals with several railroad companies over which his merchandise has passed. In some cases however, railroads forming long and through routes, make very prompt settlements; but with the majority of roads, I believe, this is not the case.

One thing, I think, may be assumed as tolerably certain. The road that undertakes singly to refuse to allow these transportation companies the ordinary facilities on the customary terms, will soon find itself confined to such traffic as is entirely local, and cannot be moved away by other channels.

Should the fast freight lines or transportation companies, leading to and from Cincinnati, be discontinued, without, at the same time, a general discontinuance of the same throughout the Western country, our city would find a large amount of her business going round, and not through it. Recently, fast freight lines have been put in operation from Memphis and other points southwest to the seaboard cities by the way of the Southern roads, rendering it still more important to our roads and city to continue our lines.

Q. Are the established tariffs of freights, published by the several roads under your charge, or by others, observed by the roads publishing them, or by their agents; to what extent has the cutting of rates been heretofore practiced by the railroads; what effect has such practices upon the interests of roads and of the trade of the country?

A. At this time the published tariff of *through* rates by our roads, and other roads, also, I believe, are pretty generally observed, and have been since the agreement of the several Eastern trunk lines to require the *through* rates to be maintained from the different competing points West over their roads, with the penalty attached of cutting

them off from doing a through business over their roads except at local rates, to be *pre-paid*: and the appointment of a Commissioner by them to see that the agreement is carried out by each of the Eastern trunk lines.

Previous to this agreement, rates were cut almost constantly, from all competing points, by all roads and routes; and when freights were scarce, sometimes to a very great extent, by one road or route as against another, allowing drawbacks to shippers, paying cartages, &c., and sometimes by giving less rates direct, which often resulted in a general breakdown of the schedule of rates. It had this effect with shippers—when they had lots to ship they were compelled to go around to all of the different lines at point of shipment and see who would give the lowest rates, or best terms. The shipper would frequently use terms given by the agent of one route to get lower rates by another route, or his neighbor perhaps would be shipping to same parties at same point, at less rates.

As the cutting of rates below a fair one, compared with other competing points, as one intended to be given in the printed schedule, does not increase the amount of tonnage to be shipped, the roads evidently lose the difference; and the reducing or cutting the rates from one point affects the rates or trade of another point competing in the same kind of business. I believe that in most cases shippers would be better satisfied if the companies would maintain fair and uniform rates, and such rates as would be justly remunerative, and enable the railroad companies to do their business with promptness and care. It would save them a great amount of trouble and vexation, and enable them to determine with more certainty what prices they could afford to pay for the article in which they dealt.

Q. Ought soliciting of freights by the rail roads or their agents in the State of Ohio be prohibited by law?

A. I see no reason why railroad companies should be deprived the privilege of soliciting business, as it would operate as hard against new routes just opened as against old established routes. They could solicit business, and at the same time adhere to rates established for the general benefit.

Q. Is it practicable to establish uniform tariffs for local freights throughout the State?

A. I do not think it practicable to establish a uniform tariff for local freights throughout the State, nor do I think it to the interests of the roads or the public for it to be done. Roads having direct canal or other water competition would be excluded from doing a large amount of business, if this uniform rate was made to pay a good fare rail rate; and if made low enough to allow such roads to compete with the water routes, all other roads without such competition, instead of being paid a fair rail rate, would have to come down to non-paying rates. Under such a uniform system of local rates, there are probably many roads in the State having no through business, that would not earn expenses, and would necessarily go to decay, and be unsafe for use.

Q. Are through freights profitable, and are they ever unprofitable? As compared with local freights, which is the more profitable?

A. Through freight is profitable, except when rates are reduced to a very low point, and especially in connection with local business. Through freights, over most roads, run over their whole length, and cars are loaded through both ways. Frequently it is our

object to carry freights in one direction very low, in order to get good back freights in return; otherwise the cars would be run one way empty. Frequently a connecting road divides its freights with its connecting roads in proportion to the quantity brought to them by the different connecting roads that run to a common point. Local freight, in quantities, is generally much more profitable than through freights.

Q. What is the true policy of Railroads in respect to the development of their local trade? What is the policy of your road? What conveniences do you afford such trade, and the travel of local communities? Do you carry local freight of any kind in your baggage cars?

A. We try to accommodate and increase both through and local business. We aim to do all we can to build up and increase our local trade, by giving it special attention. When we have been unable to do it all, and had to refuse business, as has some times been the case for a short time, we have declined to receive through freights, but not local. Our policy is to do that which best serves the railroad, and at the same time consider best for the public. For the convenience of those residing on the line of our road, as well as for through travel, we are at present running nine passenger trains out of Cincinnati, at different hours, from 6 A. M. to 10:40 P. M. One train reaches Cincinnati from Hamilton at 6:45 A. M., leaves at 7 P. M. for the special purpose of accommodating clerks, mechanics and laborers, who desire to live in the country. For the accommodation of our local shippers we run daily each way two trains, and for the through business we run daily trains. In reference to local business, my instructions to our freight agent is, to charge such rates as are fair, and calculated to encourage the increase of business on the line of the road. With a view to the increase of population, and consequently local travel, several years since, we offered a free ride over our road to the mother of every babe born in the towns on our line; but the applications for the premiums or passes came so frequently, we recalled the proposition after the first or second year. We do not carry local freight in our baggage cars. The right to do this is given to express companies, believing it to be as profitable to the railroad company, and in general more satisfactory to the public. Passengers residing on the line of the road, are allowed to carry free their personal baggage, market baskets, &c. Were the railroad companies to undertake to carry small parcels in the baggage cars, for delivery at local stations, they would have to employ another man for each baggage car; and it is believed the business would not pay the expense and loss of packages.

Q. What express companies run on your roads? What contracts have you with them? Please furnish copies.

A. The several companies of which I am President, have contracts with the United States, American, and Merchants' Union Express Companies, for carrying valuable packages, money, &c.; on passenger trains, on terms similar to those given by other railroad companies. In no case are any of our contracts exclusive, and the companies hold themselves ready to make similar arrangements on equal terms with all responsible parties applying. Copies of all contracts are herewith submitted.

Q. Ought separate ticket offices and commission agencies be abolished? and ought a

union Ticket Office be required in the large cities?

A. I believe union ticket offices in large cities would be a great saving of expense to railroad companies; but they would give too great an advantage to old established routes over new ones. New lines must necessarily make special efforts to make their lines known to the public. If they were prohibited from selling tickets outside of a union office, except at their depots, the old-established and well-advertised routes would receive more than a fair share of passengers. It has been tried in Cincinnati, and found impracticable.

Q. What further regulations by law are advisable to protect the roads against depredation; and to insure great safety of passengers and property carried?

A. Most accidents to life, occurring on railroads, are occasioned by men, women, and children walking or riding on the track. This should be prohibited by severe penalties. Not unfrequently boys, and sometimes men, for amusement and for viciousness, throw stones at trains, causing alarm and damage. A further penalty should be provided for this evil. Accidents to life and property are of frequent occurrence by bad men putting obstructions on the track, and sometimes by removing a rail.

At this minute, while answering this interrogatory, I am advised by telegraph of an occurrence of the latter kind, on one of the roads I represent, causing the death of one passenger, and severe injury to others, as well as to the engineer and fireman, and to property. For such cases a death penalty should be provided, and a standing reward offered for the villains by the State.

Accidents to life and property very often occur from cattle being allowed to run at large. Next to permitting the public to walk and ride on the track, without penalty, the allowance of the same privileges to cattle is productive of most damages to life and property. There are many railroads in our State that are not able yet to pay the expense of fencing their tracks. Many valuable lives would be saved every year, if owners of cattle were obliged to keep them within their own inclosures by the penalty of having to pay all damages, except in cases where they break through fences that are considered good.

The bad condition of the tracks, bridges and culverts on some roads is often productive of great damage to life and property. While the present high rates of labor, and material used in repairs, continue, and the roads are restricted as at present, by law, from advancing their prices of transportation proportionately, there can not be much prospect of roads being kept in as safe condition as the greatest safety to life and property demands.

In my opinion it would conduce to the safety, and often the comfort of passengers, to clothe conductors, baggage-masters and brakemen of trains, as well as depot masters, with police powers, authorizing them to arrest those who violate the rules of the trains, and disorderly persons and thieves. They should all be required to wear badges, showing that they were clothed with these powers; and that they should be punishable if they violated the rules of the company.

Q. What is your opinion as to the expediency of establishing a State Board of Railroad Commissioners to collect and report information as to railroads to the Legislature, and having such powers to supervising railroads and their operations as experience may show to be advisable.

A. If experienced and practicable engineers, who have been long accustomed to build and repair roads, were selected as Commissioners. I think there would be a great good arise, both to the public and the railroads, by the establishment of a Board. They should be appointed, not by a vote of the people direct or through the Legislature, where party politics might govern the choice, as in the case of our old Canal Commissioners in by-gone years. The Supreme Court should give them the appointment, with liberal salaries, for life, or during their competency to discharge the responsible duties, by and with the advice of the Governor. They might report on the condition and safety of a road, and determine the speed with which it could be safely run; but in no case should they interfere with the officers having charge of the running of trains, except as to speed. This responsibility can not with safety be divided.

Q. What proportion of your business is through business?

A. During the summer our through business is much the larger; but during winter our local is much the larger. Perhaps take the year through, it is about equally divided; though it depends somewhat on what is called through business. Calling it all local except that to and from the East, and the local will largely predominate.

Q. What does it cost per tun per mile, to transport freight?

A. I am unable to state, with any degree of certainty, the cost per tun, per mile, for transporting freight; and it is a question impossible to determine with any degree of accuracy, as there are so many circumstances to be taken into consideration. It depends much upon the amount of tonnage carried. A road doing a large amount of business should be able to move it at less cost per tun per mile, than one doing but a small business, other things being equal. Some roads have heavy grades, and many and sharp curves, while others have not; and then the cost of fuel varies materially. On some roads, fifty or more loaded cars can be hauled in a train with one locomotive; while on others not more than sixteen to twenty-five can be hauled in a train. Many estimates have been made—from one-half to one and a half cents per tun per mile—but I am unable to say what estimate is nearest correct. Some estimate the actual cost, &c., to easy roads at one half cent per tun per mile for hauling. This would make the cost per car load of ten tons five cents per mile, or \$10 per car, between Cincinnati and Toledo, exclusive of loading and unloading, which, at forty cents per tun, would make the cost per car, \$14.

Q. What is the cause of railroad accidents generally, and what can be done to prevent or reduce the number?

A. I have answered this question in reply to your interrogatory No. 16.

Q. What discrimination is made on either of the roads of which you are President, between through and local freights? What difference in rates of freights or accommodation? Do you furnish accommodation by either of the passenger trains for carrying small packages, and if so, to what extent? Do you charge more for carrying freight for a short distance between any points than for carrying the same freight for a longer distance?

A. As a rule, we make no discrimination between through and local business. Rates on through freights are generally less per ton

per mile than on local. We run local freight trains over our roads each way daily, to do the local business, except on Sundays. Also, through trains each way to do the through business. We furnish facilities for both local and through business each day. Sometimes, in a great press of business, we are unable to supply the demand for cars. In such cases we distribute them as fairly as we can at the different points. We usually charge more per tun per mile on short distances than long; but as a rule we do not charge a higher rate per 100 pounds for a short distance than we do for a longer one; but they are exceptions in cases of special contracts for large lots of freight.

Q. Has there been any accidents on either of your roads during the past year, and if so, what caused them? Are all your engineers, brakemen, and other employees on your passenger trains perfectly sober men? Do you sell commutation tickets on either of the roads, and if so, what deduction is made from the tariff rates as published? What is the condition of the roads as to safety, road bed, bridges, rolling stock, &c?

A. The causes of railroad accidents are many and varied, among the chief of which may be mentioned defective or broken rails, rails removed by malicious persons, misplaced switches, floods washing away culverts and damaging the track, breakage of wheels and axles. The roads I represent are in general good order; and the rolling stock is in excellent condition. The engineers, conductors, brakemen, and all persons employed on our trains, are sober, steady and industrious men. We sell commutation tickets to local passengers, and also what are termed discount or package tickets. I subjoin a printed schedule of the rates, discount, &c.

Q. What is your opinion as to the expediency of prohibiting all agencies from the sale of tickets or obtaining of freight within the State of Ohio, for all roads outside of the State, or for both roads within the State and without the State, and require all such business of roads without the State to be transacted by the proper officers at the offices of roads within the State?

A. I do not think it would be expedient to prohibit roads without the State, nor roads within the State, from opening offices and establishing agencies at the different competing points for obtaining business for their own roads. In many cases it would be injustice to roads to do so, especially unless all the States did the same thing. In many cases roads within the State reach a competing point only over a road whose interest it is to give them none of their through business; and it is only by sending their own agent there that they can receive such portion of the business, that from their location they should be entitled to.

Again: Roads of Ohio should not claim privileges in other States that Ohio denies to foreign roads—consequently we could not consistently establish agencies out of their own State. Eastern roads, all of which have direct connections West and Southwest, either by river, Central and Northern Ohio, or Canada roads, would withdraw their agents here, from necessity, who now bring a fair share of this trade over our roads leading East from Cincinnati, and would go into the field with the roads of Indiana, Illinois, and other Western roads, with their agencies East, working in direct connection with these trunk lines, would draw all the trade away, or nearly so, that now passes through Cincinnati and over our roads.

Submarine Tunnels.

PROJECTS FOR TUNNELLING THE ENGLISH CHANNEL.

Two civil engineers in England having recently put forth separate projects for the construction of a submarine railway from Dover to Calais, a writer in *Chamber's Journal* goes back to the records of half a century ago, to show that the idea is an old one, and that half a dozen plans have been suggested for a Channel Railway. We condense the leading passages of this interesting article.

The first project was announced by a Frenchman named Mathieu, immediately after the Peace of Amiens—a time when railroads were unknown—so that Mathieu proposed nothing more than the establishment of a line of diligences, to run under the water from France to England through a lighted and ventilated tunnel. Bonaparte and Fox discussed this project during the visit of the latter to Paris in 1802, but the resumption of hostilities put an end to it.

A few years later, two other Frenchmen, MM. Franchot and Tessie de Mottray, revived the plan. They proposed to place a cast iron tubular tunnel on the natural bed of the sea. An amended plan followed, suggested by M. Payerne, who proposed to lay down a smooth and regular causeway of concrete on the sea bottom, and to build upon it a tunnel of brick or masonry.

Soon after the introduction of railways, a French engineer named Favre caused soundings to be made in different parts of the Strait of Dover, and then made the first proposition for the construction of a submarine railway. He asserted that a submarine railway would be safer than one built in the open air, as it would be free from snow, ice and destructive agencies of various kinds; he estimated the cost at about \$15,000,000, allowed forty per cent. for working expenses, and professed to see his way clear to a dividend of fifteen per cent. yearly. He was unable to convince capitalists of the feasibility of his plan.

Then came two Englishmen, named Nicol and Austin—whose projects were announced at different times—with propositions for putting down an iron tube and for building three distinct tunnels. Nothing came of these. In 1857 another Frenchman took up the problem. His name was Thome de Gamond, and a quarto volume of two hundred pages was required for the description and illustration of his plan. He gained the ear of Napoleon III., who appointed a scientific commission to make geological investigation in the bed of the Channel. Eminent geologists were consulted, and all Paris displayed a lively interest in what the *Siècle* called "*ce beau rêve*"—"this beautiful dream." Gamond proposed a series of shafts, towers, lighthouses, granite quays, a brick tunnel with conical ventilators, and a connection with all the railway lines of England and the Continent, and estimated the cost of his work at about \$30,000,000. It is related that a friend inquired of Gamond what would result if England and France were at war; would the international tunnel railway be used by the troops of each country to invade the other? No, was the reply; the whole tunnel could speedily be flooded from the Varne, and the water be pumped out again when the war had ended!

In 1861, Mr. J. F. Smith, an Englishman, announced a new plan—a gigantic wrought-iron tube, large enough to contain railway trains, at a level of about twelve yards below

the surface of the water. It would float, because it would have air within and water without. It would be kept from rising by mooring-chains and diagonal rods in various directions. It would be kept from swaying to and fro laterally by masonry piers, built up at a mile or so apart, embracing the sides of the tube and steadied by cross rods over and under it. The tube would be made in lengths of a hundred feet each, and would be floated out to their place. The iron of the tube would be two inches in thickness. Spiral staircases at each shore would lead down to the level of the tube, which, for some distance from the shore, would be embedded in a solid embankment. This was a novel idea, and the cost of carrying it out was put down at \$50,000,000; the expenses increase as the projects multiply.

In all, six different schemes were proposed before the engineers now engaged in estimates and calculations entered the lists. These gentlemen are Mr. Hawkshaw, engineer of the Charing Cross and Cannon street stations and railway bridges in London, and Mr. Fowler, engineer of the Metropolitan Underground Railway in the same city. The former is now making an examination, by means of borings, of the strata beneath the English Channel; the latter proposes a floating bridge on a curious plan, which is thus described:

"It will, in fact, be an ocean ferry. Flat long steamers of peculiar build would be provided, with rails laid down on deck. Docks would be built at or near Dover and Calais, to receive these steamers. Inclined platforms, with rails on them, would connect the land railways with the steamer, the platform being hinged so as to take a gradient varying with the state of the tide. A train, starting from London, would upon reaching Dover, descend the inclined platform leading to the steamer or floating-bridge, would steam across the Channel, would ascend a platform to Calais, and would attain the level of the French railways. According to this scheme, there would be no transshipment, no break of gauge, no disruption of continuity, no paddling on sloppy piers, or wrangling with railway porters; you would sit quietly in your railway carriage, whether in England, on the sea, or in France. Or perhaps you might be allowed to get out of the carriage, and roam about the big ship, smoking or what not, until you reach the Calais shore, when you would take your place in the carriage again. Mr. Fowler talks about two years, time, and a million and a half sterling being sufficient for this work, and says that the great size and flat construction of the floating ship would reduce to a minimum those miseries of sea-sickness which over-Channel passenger know only too well.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD—It is stated that the suit brought by guaranteed stockholders, has been settled at the request of the plaintiffs, who preferred the very reasonable terms offered to all guaranteed stockholders to litigation. The injunction against a dividend upon the common shares of course falls with the suit, and as the \$800,000 of bonds held by the company for dividend purposes have been sold, there is now no apparent obstacle against the resumption of dividends in the opinion of parties dealing in the stock.—*R. R. Journal*.

The Florida Railroad, extending from Amelia Island to Cedar Keys, one hundred and fifty-four miles, its franchise, workshops and equipments, is to be sold on the 1st of November next to the highest bidder.

National Railroad Convention.

An adjourned Convention of Railroad Presidents, Superintendents and Chief Engineers, was held at the St. Nicholas Hotel, Wednesday, Oct. 24.

In the absence of the President, Mr. Thompson, the Vice-President, J. H. Sturgeon, officiated as chairman. The attendance was very slim, there not being over twenty gentlemen present. The chairman of two or three committees reported.

Mr. B. H. Latrobe, Chairman of the Committee on Railroad Construction, Bridges, Engine Houses, Repair Shops and Water Stations, made a verbal report, in which he recommended, the appointment of a Committee to establish a Bureau on Railroad Stations, the members of said Bureau to be paid a liberal salary. Which was referred to a special committee of five.

Mr. A. Welsh, Chairman of the Committee on Signals and Safety Regulations, made a report, in which he recommended the use of safety signals on all railroads. He stated it was the practice now to use danger signals which were very unsafe. When the danger signals did not appear, the engineer would take it for granted that everything was all right. He recommended that there should be no danger signals used, but that, in case the safety signal was not seen, the engineer would take it for granted that there was danger, and would therefore be compelled to stop. He thought it was much better to spend money in caution than to pay damages for accidents.

Gen. D. C. McCallum, chairman of Committee for Preserving Timber, reported that he had examined several plans for the preservation of timber, and would recommend that a committee be appointed to witness the experiments of various plans for accomplishing this end, and that they report to the Convention.

Several communications were received from inventors explaining the merits of their various patents, which were referred to the Committee on Patents.

There being no other business before the Convention, it adjourned to meet to-day at 10 o'clock a. m.

SECOND DAY'S PROCEEDINGS.

The Convention met, pursuant to adjournment, the Vice-President, Isaac H. Sturgeon, in the chair.

REPORT UPON PATENTS AND INVENTIONS.

Mr. D. L. Harris, Chairman of the Committee on Machinery and Patents, reported the following list of subjects presented in model for their consideration:

- 1st. Carroll's Patent Dial.
- 2d. Atwater's Caloric Railroad Water-Elevator.
- 3d. Device for notifying engine drivers of sudden imperfections occurring in the track or bridges.
- 4th. Model of Self-Adjusting Car-Trucks in connection with loose or independent wheels.
- 5th. Improvement in Rail-Joints.
- 6th. Permutation Checks.

The Committee further reported that they did not feel competent to pronounce on the merits of various devices, and that they would not recommend that the Convention should indorse or condemn any one of them. It was proper, that the subject should receive the careful consideration of experts in machinery and the master-mechanics of the different roads. They also recommend that

the country be divided into several departments, according to the geographical position of the different States, and that each department employ an expert to look after the interests of the companies in all patent matters. They would thereby be enabled to resist the encroachments of the many patent sharpers traveling around the country. Then when any one company was sued for alleged infringements on patents, it would not be compelled to sustain all the charges incidental to the suit. Mr. Harris informed the Convention that there was an association of the various New England roads from which they had derived great advantages.

A committee of three from each department was appointed to organize associations for the purpose referred to in the report.

RULES FOR PASSENGERS.

Mr. Marcy of the Rome, Watertown and Ogdensburg Railroad submitted a suggestion that in consequence of the number of accidents occurring to passengers attempting to get on the trains after they had got under way, and the importance of the conductor having his undivided time to attend to the running of his train and providing for the comfort and safety of his passengers, and that it should be an inflexible rule that no passenger should be allowed to enter the car before purchasing tickets. By so doing they would prevent serious accidents, save vexatious suits, and secure the integrity of conductors, which was referred to the Committee on Signals and Safety Regulations.

It was moved and seconded that when this Convention adjourn it will adjourn to meet at the St. Nicholas Hotel, New-York, on the second Wednesday in May, 1867, which was unanimously carried.

Then the Convention adjourned to meet at the same place on the second Wednesday in May next.

Law Report.

SUPERIOR COURT—CINCINNATI.

GENERAL TERM.—Peter Woods vs. The Little Miami Railroad Company. Judge Storer announced the opinion. Petition in error to reverse a judgement rendered at Special Term for the defendants. The plaintiff brought suit to recover damages for an injury here received on the 13th of January, 1864, being struck on the head with a piece of wood, which, it was alleged, had fallen from a tender to the locomotive, the petition averring that the wood was so carelessly piled, through the negligence of the conductor of the train, that, without any fault of the plaintiff, a billet fell and struck him upon the side of the head, inflicting a serious wound.

The defendants answer that in no particular were they in fault; that the accident was not the result of any negligence on their part, but was solely attributable to the careless act of the plaintiff in passing over the private property of the defendants, so near to the track while a train was in motion.

The plaintiff offered his own deposition, which was the only evidence to prove how the injury occurred.

The testimony was ruled out on the ground that it did not tend to charge the defendants with negligence, or in any manner to make out the plaintiff's case.

To this ruling the plaintiff excepted, claiming that under our practice a non-suit can never be granted, or the testimony taken

from the jury, when the Judge is satisfied the action is not sustained.

In this Court in the case of *Ellis et. al. vs. the Ohio Life Insurance Company and Trust Company*, (1st Handy) it was held such a power does exist, and this ruling was affirmed in the same case by the Supreme Court. (4, Ohio S, 628.)

But, although the power exists, care must be taken that it is not improperly exercised. Whenever the testimony offered is clearly irrelevant, or does not in some measure tend to prove the issue, it should be rejected; but if it establishes, even remotely, or by fair deduction, the claim of the party who tenders it, the jury ought to determine upon its weight as well as its credibility.

The effect of a motion to overrule testimony is in the reality but the same result which is reached by a demurrer to evidence, as the facts when admitted as proved are subject to the decision of the Judge on the law of the case. Hence, it is the province of the Court alone to determine the legal proposition, whenever it is clear the whole case is presented, and there is no dispute to the proof.

The Court here referred to the evidence, and remarked that it did not seem in the remotest degree prove, or tend to prove, negligence or want of care on the part of the defendants, and that the Judge, therefore, might well have non-suited the plaintiff or withdrawn the evidence from the jury. Judgment affirmed.

A Well-deserved Testimonial.

Last evening at 9 o'clock, A. J. DAY, the General Southwestern Passenger Agent of the Erie Railway, was made the happy recipient of a beautiful Gold Watch and Chain, valued at \$600. A. J. DAY, has held this honorable position for eight years, and by his manly conduct in the transaction of business and dealings towards all with whom he was brought in contact, has won for himself that true regard of his *confreres* which resulted in the manifestation made by them last night.

In the absence of Mr. Eckert, of the Cincinnati, Hamilton & Dayton Railroad, T. J. Gettier was called upon to make the presentation, which he did with much credit to himself and satisfaction to all. Mr. Day responded with much feeling.

The whole affair was adroitly managed by Count (Bismark) Cook, who occasionally bade the "*band strike up*," and kept up a continued current of good feeling during the occasion. Success to our friend A. J. DAY, and may he ever appreciate the tribute of esteem given him by his truly royal friends.

The Philadelphia *Ledger*, of 16th inst., says the November dividend of the Pennsylvania Railroad will "be announced toward the close of the present month, and an impression prevails that it will be 4 instead of 5 per cent., as heretofore. The company has done, and is doing a very large business, but the profits, from various causes, are less. A 5 per cent. dividend on the capital of the company is a million of dollars, consequently 4 per cent. will be two hundred thousand less."

ERIE RAILWAY.—The annual election of directors of this company took place on the 9th inst. The following gentlemen were chosen: Robert H. Berdell, Alexander S. Diven, Samuel Marsh, John Arnot, Ambrose S. Murray, H. L. Pearson, Daniel Drew, William B. Skidmore, Dudley S. Gregory, William Evans, J. C. Bancroft, Davis D. A. Cushman, Thomas W. Gale, Isaac N. Phelps, J. F. D. Lanier, Franklin F. Randolph, Fred. A. Lane.

At a meeting of the Directors on the 16th, Robert H. Burdell, Esq., was unanimously re-elected President, and Alex. S. Diven, Esq., Vice-President.

MONETARY AND COMMERCIAL.

Since our last week's review there has been no remarkable feature developed in financial matters. The demand for money is quite moderate, and short time paper of good quality is taken by the discount houses at their usual rates 8@10 per cent. The pork season will probably be considerable later this year than usual, on account partially of the corn crop not maturing as early as usual, but more especially on account of the difference of views between the producers and packers as to the price. This will render the market for money easy until packing time, when we may reasonably look for a very close market.

In gold, the fluctuations have been frequent, but not violent, the total variations not having exceeded 2½ cents. The following table shows the daily changes.

	Opening.	Highest.	Lowest.	Closing.
October 25.....	146¾	147¼	146¾	147¼
" 26.....	148	148½	147¾	147¾
" 27.....	146¾	146¾	14½	146¾
" 29.....	147½	146¾	145½	146¾
" 30.....	146¾	145½	145½	14½
" 31.....	146¾	146¾	145	146¾

Exchange is in better supply and rates are less firm. The quotations of exchange and gold in this market are as follows:

	Buying.	Selling.
New York.....	par	50c prem.
Philadelphia.....	par	50c prem.
Boston.....	par	50c prem.
Gold.....	145½	146½@146¾
Silver.....	134@136	137@138

The aspect of general business is without change. There is no speculative movement in any department of trade, and general quietness prevails. Purchasers confine themselves to small lots to sort up, and are disposed to avoid laying in large stocks.

In the New York market money is easy and there is a disposition to operate in stocks. The *Tribune* of Tuesday says:

"Money on call among brokers is 5 per cent., and leading houses get round amounts at 3 @4 per cent. Commercial paper when short sells readily at 5@6 per cent. Long paper is more abundant, and is not in favor with buyers. The bank statement shows a decrease in all the items except specie, which shows a gain of \$476,752. The decrease of \$4,410,340 in loans has made no perceptible change in the rate for money, so far as borrowers at call are concerned.

The stock market opened at the full quotations of Saturday night upon the active list, but upon reports of an unfavorable bank statement became dull and lower, and a small

decline was accepted at the regular session of the Stock Exchange. After the call, prices rallied with a good demand, and at the Second Board an advance was paid upon the entire list. Pacific Mail advanced suddenly 9 per cent., under reports of a scrip dividend of 33 per cent., and closed in demand. Erie was very active and sold at 85½. Michigan Southern, Cleveland and Pittsburg, Rock Island and Fort Wayne were all in request by strong buyers at higher prices. Alton and Terre Haute Common rose 4 per cent. Pacific Mail sold as high as 235, but closed at 233 and in demand, with few sellers, and no large lots to be had. At the close of business the whole market was strong, Northwestern taking the lead in activity. Western Union was in demand at 53. The last prices were: Ohio and Mississippi, 33½@33¾; Boston Water Power, 31½@32; Cumberland Preferred, 61½@61¾; Quick silver, 56½@56¾; Mariposa, 14½@14¾; Mariposa Preferred, 32; Western Union Telegraph, 53@53½; New York Central, 119@119½; Erie, 85½; Hudson River, 126½@126¾; Reading, 116@116½; Michigan Southern, 92½@92¾; Illinois Central, 124½@126; Cleveland and Pittsburg 93½@93¾; Cleveland and Toledo, 119@119½; Rock Island, 110½@110¾; Northwestern, 57@57½; Northwestern Preferred, 80½@80¾; Fort Wayne, 109½@109¾."

Arrival and Departure of Trains.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:50 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:30 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:30 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Express.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:60 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

VERY CHOICE
Oil Lands
 IN
Kentucky & Tennessee,
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,
 WITH
*Productive Wells all
 around them.*
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

THE
STEAM SYPHON PUMP
 IS THE
*Most Simple, Effective and Durable Device for
 Raising Water by steam, yet discovered.*
 It is an independent LIFT AND FORCE PUMP, with-
 out piston, plunger, valve, or movable parts of any kind.
 IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
 WITH THE
STEAM SYPHON WATER-STATION
 a locomotive can raise water, with its own steam, to fill
 its tender in the same time as from an ordinary tank;
 thus dispensing with tanks, pumping ma-
 chinery, and men to attend them.
 IT IS AN EFFICIENT
FIRE-ENGINE,
 wherever steam power is used; as at Machine Shops,
 Shops, Elevators, &c.,

AND BY FAR,
THE BEST BILGE PUMP,
 for Steam Vessels, in use.
 For Circulars and other information, address,
STEAM SYPHON COMPANY,
 48 Dey Street,
 NEW YORK

A FORTUNE IN ONE DAY!!
 GREAT EXCITEMENT!
\$150,000!

In Greenbacks, Real Estate and Goods
TO BE GIVEN AWAY!
Tickets Selling very Rapidly!
UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be dis-
 tributed Gratis to the Holders
 of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trouting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's),.....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches,.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,

At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.

The distribution will be done fairly, honestly, and posi-
tively at the time appointed.

**No Postponement to take place on any
consideration.**

Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " " 9.00	50 " " " 43.50		
20 " " " 17.50	100 " " " 85.00		
30 " " " 26.35			

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.

AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.

The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten, to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

100,000 ACRES
 CHEAP
OIL LANDS
 IN
Eastern Kentucky.

40,000 ACRES
 CHEAP
Oil Land Leases
 IN
Middle Tennessee.

NEAR THE
CUMBERLAND RIVER,
 FOR SALE BY
T. WRIGHTSON,

WM. MERCER,
Cambridge, Ind.
 R. B. MORE,
Late Master Car Builder,
C.H.&D.&M.B.E.

BUILDERS OF EVERY DESCRIPTION OF
RAILROAD CARS
Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
 J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
 J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
 L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
 J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
 J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
 [Aug. 2, 1867]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

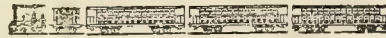
Prices and Description.

No 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President.
No. 14 N. Fifth St., Philadelphia.
27 St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb. 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.50 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS]

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property:

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

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H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett.

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 42 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot

E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburgh, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
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Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

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No. 80 West Fourth Street.

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Sixth St. Depot.

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Sixth St. Depot.

Logansport, Peoria & Burlington.

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Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

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Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

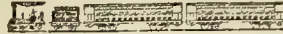
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:30 "	11:33 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLIEN.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	9:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:41 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

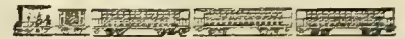
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:30 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

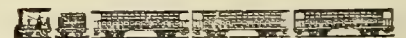
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

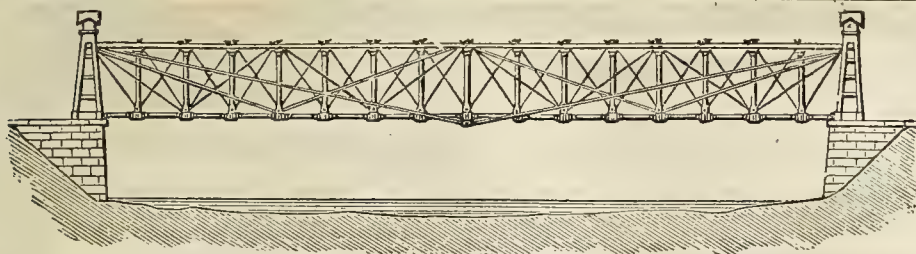
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

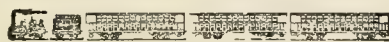
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburgh without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburgh, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburgh, Pa.

Change of Time, Monday, Aug. 7th.

THE Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

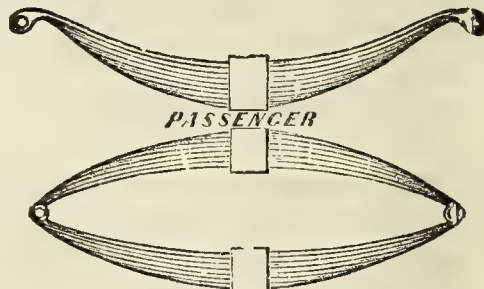
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

on Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

e Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis. Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

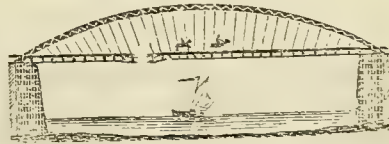
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works
June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

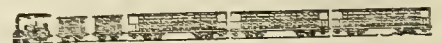
Cast Iron Gas or Water Pipe—14 to 24 inches in diameter, and branches for same. &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, NOVEMBER 8, 1866

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 60 00
" page, single insertion..... 25 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:30 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:20 P. M.
Eastern Express.....	7:00 A. M.	4:20 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:30 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:25 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 12:35 A. M. 5:55 A. M.
Marietta and Parkersburg Mail..... 8:20 A. M. 5:30 P. M.
Jackson and Portsmouth Mail..... 8:25 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:40 A. M.
Loveland Accommodation..... 5:45 P. M. 7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:50 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....	6:45 A. M.	
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:30 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:50 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:30 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

The Union Pacific—Missouri Railroad; and the Proposed Acquisition of Lower California.

The wonderful progress of the American railroad system was never better illustrated than at the present time. In the great eastern and middle States of the centre, the construction of railroads seem almost to have ceased; and yet this is only apparent, for we see two great lines in New York about to be made, and hear of the Sandusky Company about to make the Short Line to Cincinnati, and of another great line to make a cut-off from the Toledo and Wabash Valley to Logansport, Indiana. So that, even in the densely populated districts of the country, the construction of railroads still goes on; but if we cast our eyes over the Mississippi, we find railroad making in full activity. In Minnesota, Iowa, Kansas, Nebraska, &c., thousands of miles are now constructing. The most conspicuous and important of these are the two Eastern Branches of the great Union Pacific, the one proceeding from Omaha (Nebraska), and the other from Kansas City, (Mo.) If we recollect right, the law requires those two companies to unite on the 100th line of longitude, and then go through Utah to California, by a common Trunk. Of these branches, the Missouri line must in the end be the most important; for no cross lines through Iowa can ever be such a deep channel of transit in the country, as that which passing through St. Louis, connects at one end with the Ohio Valley, and with the Delta of the Missouri, and with the Valley of the Great Platte. In the year past, the Union Pacific Missouri line has been completed from Kansas City to Fort Riley, 140 miles. We have recent accounts of the opening to Fort Riley being formally completed. Before we notice that, we give the following account of the Pacific Railroad of Missouri, from the "Financial Chronicle:"

The Pacific Railroad of Missouri consists of a main line extending west from St. Louis to the Kansas State line, 283 miles, with a branch from Franklin to Rolla, 77.5 miles, to be continued to the southwest corner of the State. The main line is the connecting link between the eastern roads and the Union Pacific (E. D.), now open to Fort Riley and Junction City, 140 miles into the very heart of Kansas. It also connects at Kansas City with the Missouri River Railroad, extending thence to Leavenworth. The branch points toward the Southern Pacific Railroad and any railroad that may be constructed to Galveston on the Gulf of Mexico. The company is one, the great Land Grant and State Aid Corporations of Missouri. It was chartered February 12, 1849, and organized January 31, 1850. In June, 1850, surveys for the lines were commenced, and July 4, 1851, the formal breaking of the ground took place. The main line was completed through so as to admit of trains being run over it September 20, and regular operations were commenced October 2, 1865. The construction of the road has thus been going on (with interruptions) through nearly fifteen years. The following statement gives the dates at which the several

portions of the main road was brought into use. From St. Louis to—

Cheltenham.....	5.90	Dec. 23, 1852
Kirkwood.....	13.00	May 9, 1853
Franklin.....	37.00	July 20, 1853
Washington.....	54.00	Feb. 11, 1854
Hermann.....	81.00	Aug. 7, 1854
Jefferson City.....	125.00	Mar. 13, 1856
California.....	150.00	May 14, 1858
Tipton.....	163.00	July 26, 1858
Syracuse.....	168.00	Aug. 1, 1859
Otterville.....	176.00	Aug. 24, 1860
Smithson.....	181.50	Nov. 12, 1860
Sedalia.....	189.00	Feb. 1, 1861
Dresden.....	196.00	May 10, 1863
Knobnoster.....	207.50	May 2, 1864
Warrensburg.....	218.00	July 3, 1864
Holden.....	232.25	May 28, 1865
Keysville.....	237.00	June 14, 1865
Pleasant Hill.....	248.50	July 26, 1865
Independence.....	272.60	Sept. 19, 1865

and to—

Kansas City.....	283.00	
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—the road between Independence and Kansas City having been in operation some months (since July) previous to the completion of the road to Independence.

The road to Fort Riley being 140 miles, the whole road from St. Louis to Fort Riley is 423 miles, viz.:

	Miles.
St. Louis to Jefferson City.....	125
Jefferson City to Independence.....	145
Independence to Kansas City.....	11
Kansas City to Fort Riley.....	140
Cincinnati to St. Louis.....	340

Thus we find the whole distance from Cincinnati to Fort Riley is 763 miles, which may be easily traversed in *eighteen hours*. If now we take New York as the centre, we have New York to Cincinnati 730 miles (*via the Pan Handle route*); and in round numbers, 1,500 miles of railroad, direct from New York to Fort Riley; from the London of America, to a port in the wilds of the far West. If we begin at Bangor (Maine), we shall have in round numbers, over 2,000 miles of railroad in a direct line West. This is half the whole distance, from the extreme East to the Pacific. We see then, that it is by no means impossible to make the whole road to California within a reasonable time. We conclude that it will be much more difficult to make the road in the midst of a wild, mountainous region, than it was among the more civilized States of the East; and this difficulty is immensely enhanced by the fact, that for hundreds of miles scarcely any timber can be had; but, this is like many other obstacles, removed by the railroad itself. Laborious and inconvenient as it may be, the railroad can carry its own timber from the Eastern end. In even a moderate time all obstacles can be removed, and the great American highway completed.

In the meanwhile, another and a very interesting question has arisen out of our political relations. If we have, as rumored, acquired Lower California, and the port of Guaymas, has not that a close connection with the western terminus of our great road? Will not Guaymas be a most important ter-

minus? And, ought not immediate measures be taken by Congress to secure that terminus, and a branch railroad to it? Let us look at it. In the passes of the main mountain range, west of Denver City, are the sources of the rivers which flow from Central North America to the Gulf of Mexico and the Gulf of California; there are the Arkansas, the Rio Grande, and the Colorado. The branches of the Colorado are the Son peon, the Little Colorado, and the Gila. The latter is the largest, and traverses a large part of Arizona. The Colorado itself enters the Gulf of California at its head. The port of Guaymas is on the Gulf of California, and in about 27° north latitude, in the State of Sonora. It is very obvious from this statement, that a route for a railroad could be found from some point near the centre of the great Union Pacific, running nearly southwest to the Gulf of California. If run to Guaymas, it would be about 800 miles long. It may be said this idea is premature, and the country is a wilderness; the country is wild and savage enough now. But, does it follow that this plan is premature? If we wait till that country is fully settled, in order to make plans and prepare all the means, we shall lose a large part of the benefits expected from the road. If the representations made by intelligent men of Sonora and Arizona be correct, there is no country in the world richer in the precious metals, and with far less difficulty in mining than in any other mining region of this country. A railroad through Arizona and Sonora might be expected soon to be heavily freighted with the products of a populous country; and if it did not communicate directly with the main Pacific line, would still be very useful and profitable in developing the resources of the Pacific slope. That whole country has been *terra incognita* since the decay of the Spanish American settlements. That it has been populous is evident from the ruins; and that will be developed hereafter rapidly, under the hand of American enterprise, cannot be doubted. We cannot expect to see such vast results produced in a day; but, we think, they will be brought about much sooner than many anticipate. The Pacific Railroad is now constructing at the rate of full 300 miles a year. Suppose it is reduced to 200, then the whole grand road will be complete in eight years. Then the Sonora and Gulf of California road will be an obvious necessity, and its construction will not require more than four or five years more. Then, it is reasonable to expect, that those who are alive fifteen years hence, will find the grand Pacific road made, with one branch to the Gulf of California, and one to the Straits of Fuca. Then, the traveler will go thousands of miles over the continent of North America, with more ease than he traverses the ocean with steam-ships; and the vast tide of emigration from Europe will flow over to the shores of the Pacific.

Accidents — Responsibility.

Legal safeguards thrown around human life, as well as enactments to protect the lives of the unoffending brute are evidences of advanced civilization; and the absence of such enactments merely show the small distance between the civilized nation and the barbarian. That common carriers are responsible for the goods they transport is a maxim of the Common Law from a time so remote that the "memory of man runneth not to the contrary," and all the legal proceedings had between carriers and shippers is based only on the peculiar circumstances attending each case, and has no reference to the general principle involved. In railroad management it has become an acknowledged fact that the lives of passengers must be protected as well as their property; so well settled, indeed, is it, that it is almost useless for a railroad company to defend a suit for damages of this character; but, like Captain Scott's coon, "come down at once," unless they are prepared to prove that it was a clear and palpable case of suicide.

In the case of railroads, the law takes it for granted that an "accident," or "interference of Divine Providence" cannot occur, but that all circumstances are under human control. This presumption is not without reason, and is measurably true. Trains of cars blown from the track by a tornado and hurled down embankments, the washing away of the foundations of a bridge, and the precipitation of the train into the maddened waters of a swollen stream, or the breaking of an axle are all alike in the eye of the law, and evidence a lack of proper caution or of sufficient engineering skill in the construction, equipment or management of a railroad. With this interpretation we are not now disposed to complain. It is with the different interpretation of the law in cases of steamboat calamities that we are disposed to find fault. No one ever thinks of suing a steamboat company if the boiler bursts and from one hundred to a thousand or more lives are lost, or if it catches fire and is burned, or is snagged, or collides, and a like calamity results. But why is the bursting of a steamboat boiler any more "an act of Divine Providence" than a similar catastrophe to a locomotive? The imperfect construction of a railroad, either from motives of cheapness or the dishonesty of the contractor is no defense in case of accident; and the loss of a steamship either on inland waters or the ocean, from imperfect construction, general unseaworthiness, the lack of the necessary appliances, or insufficient crew, are certainly equally lame apologies, and spring from the same source, viz., the attempt to "do business on the cheap."

But then it will be urged that there are "Providences of God" on the waters to which land carriage is not subjected. This may be

true, but can they not be provided against, is a pertinent inquiry. We believe that they can, if it be done at the proper time. Hence, we contend that steamboat companies should be held equally responsible for disaster with railroads, and when this is done fewer calamities will occur.

Atlantic and Pacific Railroad.

The following is a speech delivered by Gen. Fremont, Oct. 1, at St. Louis, at a meeting to raise subscriptions to the capital stock of the Atlantic and Pacific Railroad, and is interesting not only in regard to the proposed road, but a description of the country through which it will pass:

By a recent act of Congress, the line of the road is laid in South Western Missouri and the Valley of the Canadian, and generally along the thirty-fifth parallel to the head of navigation on the Colorado, and thence to the Pacific coast. To aid in its construction, the act grants over 25,000 acres of land to the mile, making for the entire route about 46,000,000 of acres. Its really central position makes the line national. We believe that it will prove to be the shortest, and it certainly presents fewer natural obstacles, and is the most practicable of any among all the proposed routes to the Pacific. From Springfield to San Francisco its estimated length is 1,800 miles, making for the distance from St. Louis about 2,000, and from New York about 3,200 miles to San Francisco. From New York, by way of Memphis, to San Francisco, the distance is 3,700, making a difference of 500 miles in favor of this route.

It is singularly direct and easy of construction, lying for the most part in the valleys of streams. It is not obstructed by mountain chains, other than the low ranges bordering the valley of the Rio del Norte. Some 400 miles west of St. Louis, it crosses the Arkansas waters where they are still navigable, giving again an opening to the Mississippi River. It passes through the heart of New Mexico at Albuquerque, securing to itself a valuable way traffic, and it affords the site for an important city at the head of navigation on the Colorado River, where the Great Basin is opened to the Gulf coast and the ocean. It enters California without crossing mountains and without going over snow at any season, passing around what was called in the familiar language of trapper days the *Point of the Mountain*, skirting and avoiding the Sierra Nevada, that great storehouse of California, teeming with its abundant supplies of metallic wealth, living streams and noble forests, but formidable in its engineering difficulties. There are certainly more striking advantages in the location of this road, not only as respects the trade which is to support it, but as respects the facilities which they afford in building it. It is proposed to add others equally important by a branch road from Albuquerque to Guaymas.

Throughout the greater part of its length and conspicuously in its division, it offers rich soil and good climate, wood and water. For hundreds of miles together the agricultural beauty of its lands is fully equal to any in the entire West, soil and climate together giving a broad range for cultivation, from wheat and barley, corn and cotton, to sugar and coffee, wine and opium. Southward it opens out into immense pastures, where the climate is very favorable to animal life, and especially to the raising of large flocks of

sheep. Enterprising men are already securing large bodies of land for this purpose in New Mexico and Arizona, and the transportation of herds and flocks to the Eastern markets will be an important part in the business of the road.

In the regions traversed by it the summers are temperate, long and dry, the winters short and mild. In the eastern division there are no high mountains or naked plains to disturb the equable and agreeable temperature belonging to the latitude. There are no swamps or overflowed lands, and the census report of 1850 shows this region to be one of the most healthy in the United States.

Very many of the most useful metals and minerals are found dispersed over the different sections, occurring sometimes in extraordinary force. The masses of iron and rich lead mines are familiarly known.

Beds of coal occur in different places; salt in its various conditions is found in great abundance; ores of gold and silver, indicating great richness, and some of them have already given great yield, are found in the middle and western sections, with black lead and quick-silver, and massive beds of copper, equal in richness to any known on the continent, occur directly on the line of the road. From the neighboring mines of the Gila, years ago, copper was transported in wagons to the city of Chihuahua, the gold and silver it contained paying all the expenses of transportation. This undeveloped wealth, the healthfulness of the climate and the great agricultural value of the lands enable us conscientiously to invite emigrants to occupy them, and we have abundant reason to believe that they will be speedily settled and that we will pour a continuous stream of emigration over the line. We have a most satisfactory earnest of this in the arrival of the first installment of Scandinavian emigrants to the lands of the South-West Pacific, which is of course only a part of the great road. And it is well here to say that the policy of the road will be to give all possible protection to the emigrants on their arrival, to see that they are properly cared for, that they are placed on good lands in good situations, and that the influence of the road will be exerted for their benefit wherever it can aid their interests.

California to-day seems to be at a pause in its population, and consequently perhaps in its prosperity. The great distance of the voyage and the time required to make it tell unfavorably. But with the building of this road a new impulse will be given and a new era begun. The American shore of the Pacific and the neighboring shore of Mexico would be crowded with population. The opposite Atlantic shore is the great reservoir of a trade and wealth which has fertilized and enriched wherever it has flowed. It is teeming with ideas and processes in the arts and manufactures which are in great part totally unknown to us, in the enjoyment of that trade, developed to the uttermost by our enterprise and great maritime resources, in the interchange of new ideas and in the blending together of two civilizations—the newest and the oldest—we may expect our Western States to reach an unexampled degree of prosperity.

The people of the Asiatic shore had the problem of fitting crowded population to insufficient soil. Ours has been the reverse. In the unrestricted intercourse of course we shall give great advantages by applying our immense unused resources the finish of detail and the perfection of economy which they have been compelled to practice. In return we shall return great benefits on them, and we

shall undoubtedly do a grand missionary work by carrying among them the advanced ideas of our social and political conditions.

These, gentlemen, are some of the advantages which we are able to offer to men who are disposed to make new fortunes or establish new homes upon our road, and these are some of the benefits which we hope to secure to the country, and in so doing to justify the liberality of Congress to us.

Grand Rapids and Indiana Railroad.

The Fort Wayne (Ind.) *Gazette* says that the Board of Directors of the Pittsburg, Fort Wayne & Chicago Railroad Company, on the 2d inst., adopted resolutions pledging the aid of that company in procuring the iron for the first forty miles north of Grand Rapids, in case the Grand Rapids & Indiana Company will procure an extension of time from our Legislature to complete the road, and place the company on a safe financial basis as to their floating debt, etc. That paper seems to think that upon the meeting of the Legislature in January, the affairs of the company can be so managed as to secure the extension of the time required to save the land grant and enable the company not only to obtain the aid from the Pittsburg, Fort Wayne & Chicago Railroad Company as proposed, but also the Fort Wayne aid of \$100,000 pledged by their Common Council in co-operation with the railroad company.

Iowa and Missouri State Line Railways.

This line of railroad has finished the grading of the first hundred miles west of Farmington. One of our exchanges says of it, that the distance by railroad line from Nebraska City to Keokuk is 248 miles. Forty miles, from Keokuk to Farmington, are upon the Des Moines Valley Road, which has been running for several years. Eleven miles, from Nebraska City to Hamburg, will be running in three months. From Farmington, 100 miles westward will be ready for the iron by April next. This will leave a gap of 47 miles between Hamburg and the west line of Wayne county, for construction next summer.

The company have proposed to Otoe County to take \$200,000 of her bonds, and by expending them at the rate of \$2,000 per mile, insure the building of 100 miles east from the Nebraska City terminus. The county commissioners have used \$40,000 of the bonds ordered by the people, and have \$160,000 unexpended.

The opinion is that the Iowa & Missouri State Line Railroad Company will accept the \$160,000, and carry out their proposition upon 80 miles eastward from Hamburg.

PROMOTION.—We are glad to learn that T. N. WORKMAN, an old Conductor, and for the past four years on the Chicago & Great Eastern Railway, has been honorably promoted to the responsible position of General Eastern Passenger Agent of the above road. We have no doubt that future results will testify to the sagacity of the managers in making the above appointment, and that the appointee will prove himself a WORKMAN that is master of his trade.

It is stated that the New York Central Railroad is about to import enough steel rails from England to relay two miles of track, in order to test their durability.

Preservation of Wood in Damp and Wet Situations.

BY H. W. LEWIS.

No introductory apology for the theme of this paper is judged necessary. A few plain statements will show that the subject is one of vast though unheeded importance.

The annual drain which is exhausting our forests is startling when we remember the vast areas of our country utterly destitute of timber—when we learn, for instance, that "upon the 55,000 square miles of Illinois, there grows not a single pine large enough from which to fashion a board. Statistics show that, in 1865, above 5,000,000,000 feet of lumber, 2,000,000,000 of shingles, and 900,000,000 pieces of lath were sold in Chicago alone. Michigan and Wisconsin almost entirely supply that market. 6,000 feet of pine lumber per acre is an average yield. No formal calculation is necessary to show us that, with the present demand, a single generation will exhaust the supply those States can afford."

But the consumption increases in a rapid ratio. It has already raised the prices. Clear lumber sold for \$18 per thousand in 1865, for \$24 per thousand in 1866, and for \$45 per thousand in 1865. And following close on Chicago, in this trade, are Albany and Pittsburg.

Improvvidence will soon, we fear, make us dependent on foreign supplies of timber as is England, who has already granted numerous patents for processes promoting the durability of the lumber every enlightened nation must have.

Shall we employ those processes whose utility experience has demonstrated? Self-interest returns but one answer. But in American railway management, self-interest seems to be disregarded. While the average life of English railway sleepers is fifteen years, that of American sleepers is only seven years. Allowing 2,112 sleepers per mile, at fifty cents each, \$1,056 per mile of American railroad decays every seven years. Thoroughly impregnate those sleepers with sulphate of copper, at a cost of five cents each, and they would last twice as long. Thus would be effected a saving of \$880 per mile in seven years, on sleepers alone. In the United States are 33,908.6 miles of railroad. The whole saving on these lines would be \$29,839,568, or upwards of \$4,262,795 per annum.

Again, English engineers deride American wooden railway bridges. Eight years is their average duration. Creosote them and they are good for double or treble that time. For ordinary railroad purposes they cost \$40 per linear foot. The use of Bethell's process would effect a great saving on such a line as the Grand Trunk Railway, whose wooden bridges measure 9,355 feet upon the Montreal and Portland division alone. Further illustrations of the importance of preserving timber from decay seems unnecessary. Let us proceed to the discussion of this desirable object.

In situations so free from moisture that we may practically call them dry, the durability of timber is almost unlimited. The roof of Westminster Hall is more than 450 years old. In Stirling Castle are carvings in oak, well preserved, over 300 years of age. Scotch fir has been found in good condition after a known use of 300 years, and the trusses of the roof of the Basilica of St. Paul, Rome, were sound and good after 1,000 years of service. After these well attested examples of preser-

vation, the further consideration of wood in this state seems unnecessary.

Wood constantly wet in fresh water is quite as durable. Piles were dug from the foundations of old Savoy Palace, in a perfectly sound state, after having been down 650 years. The piles of old London Bridge were found sound and perfect 800 years after they were driven.

While the acidity of bog-water retards decay, it seems to us that part of the preservative property attributed to the stagnant liquid should be ascribed to the salts of metals or alkaline earths held in solution, and deposited among the woody fibres.

In the above situations, the action of natural agents cannot be improved. But in certain other conditions, man must resort to preservative processes to secure permanence of structure. For convenience of discussion we have introduced the following classification:

1. When wood is damp we have to guard against dry rot.

2. When wood is alternately wet and dry we have to guard against wet rot.

3. When the wood is constantly wet in sea water we have to guard against teredo navalis and limnoria terebrans.

I. Wood in Damp Situations—When unseasoned wood is surrounded by dead air, it very rapidly decays, fine fungous growths extending through every part. After the rot has begun, the mere contact of decayed and sound wood seems sufficient to ensure, by a catalytic action, its spread through the latter. This has probably led some observers to their conclusions, that the accompanying parasitic plants, *Merulius lachrymans* (or *L. vastator*) and *Polyporus hydridus*, cause the decay. But the highest authorities now regard these growths as accessory, and beginning only after a suitable habitat has been prepared for them. Thus the fungus acts the part of a scavenger and converts corrupt matter into new forms of life. The presence in the timber of the fungi spores is easily explained. The researches of Pasteur show that atmospheric dust is filled with minute germs of various species of animals and plants, ready to develop as soon as they fall into a congenial locality. He concludes that all fermentation is caused by the germination of such infinitesimal spores. That they elude observation, does not seem strange, when we consider that some infusoria are only 24,000th part of an inch in length. Admitting that they are only ten times the linear dimensions of their germs, the latter will be 240,000th part of an inch long. But with the best microscopes we can not perceive objects measuring less than the 80,000th part of an inch. These germs might find their way into the growing plant through both roots and leaves. The whole tree is thus filled with the seeds of decay, awaiting suitable conditions to spring into growing organisms. The prolonged vitality of spores, made necessary by this theory, cannot be a serious objection, when we remember the vigor of the "mummy wheat," and the unknown plants which start from the earth raised from deep excavations. Indeed, time, when measured by centuries, seems hardly to affect the vitality of vegetable germs.

But what prepares timber for the germination of the fungi spores? Probably fermentation of the juices and semi solids of the moist wood. For fermentation, five conditions are necessary, viz.: 1. Presence of water. 2. Temperature from 40° to 110° Fahr. 3. Presence of a ferment. 4. Presence of a fermentable body. 5. Exposure to the atmosphere.

Three of these conditions almost always

prevail. Very rarely, if ever, can we maintain the temperature of any timber construction below 40° Fahr., or above 110° Fahr. Probably countless numbers of ferment spores are annually absorbed into the fluids of the smallest sapling. Completely excluding any construction above earth and water, from the atmosphere, is practically impossible. The two remaining conditions we can generally prevent.

1. We can remove the water by thorough seasoning, and in damp situations we can practically prevent its return by ventilation or resinous coatings.

Examples of remarkable durability of wood have been cited. With equal care in selecting and preparing the lumber, modern constructions might last as long. But while the wood of those old edifices was drying through years of preparation, the timber of modern constructions is translated from the primitive forest into a painted and varnished city dwelling in less than a single year's time. No wonder that in a very few decades the whole structure is unsafe, and that an odor of decay makes the mouldering rooms untenable.

Thorough ventilation is indispensable to the preservation of even well-seasoned *naked* wood in damp localities. The rapid decomposition of sills, sleepers, and lower floors is not surprising where neither wall-gratings nor ventilating flues carry off the moisture rising from the earth, or foul gases evolved in the decay of the surface mould. In the close air of cellars, and beneath buildings, the experiments of Pasteur detected the largest percentage of fungi spores. Remove the earth to the foot of the foundation, and fill in the cavity with dry sand, plaster-rubbish, &c., or lay down a thick stratum of cement to exclude the water, and provide for a complete circulation of air, and lower floors will last nearly as long as upper ones.

Various expedients have been resorted to, in order to hastening the seasoning process. Mr. P. W. Barlow's patent provided for exhausting the air from one end of the log, while one or more atmospheres press upon the other end. This artificial aerial circulation through the wood is prolonged at pleasure. However excellent in theory, this process is not practicable. By another method, the smoke and hot gases of a coal fire are conveyed among the lumber, placed in a strong draft. Some writers recommend the removal of the bark one season before felling the tree. All good authorities agree that the cutting should take place in the winter season.

An impervious covering upon undried timber is very detrimental, for by it all the elements of decay are retained and compelled to do their destroying work. The folly of oiling, painting, or charring the surface of unseasoned wood is therefore evident. Owing to this blunder alone, it is no unusual thing to find the painted wood work of old buildings completely rotted away, while the contiguous naked parts are perfectly sound.

In concluding this part of the subject we may say, *thoroughly season your lumber, afterwards cover it with varnish, paint or pitch, or maintain around it a constant and thorough circulation of air.*

2. We can remove the fermentable body, or chemically change its nature.

Woody fibre consists chiefly of cellulose or lignine. The former is very durable, and the latter moulders away very slowly, when exposed to air and moisture. But permeating through these, and increasing from the heart to the albumen, are nitrogenous substances of the sap and immature wood, mostly vege-

table albumen. These are the fermentable bodies we desire to remove or change. A patented process has been proposed to wash out the albumen by water flowing in at one end of the log while a vacuum was produced at the other. Theoretically satisfactory, this method does not seem to have been adopted. Boiling and steaming partly remove the ferment spores, but *may not* destroy the vitality of those remaining. For, according to Milne-Edwards, he has seen tardigrades resist the prolong action of a temperature of 248° Fahr., and has known them to survive a temperature of 284° Fahr. That low forms of vegetation are fully as tenacious of life cannot be doubted.

Boiling and steaming also coagulate the albumen at 140° Fahr. Although coagulated albumen is insoluble in water, the water of solution is, by this heating process, sealed up in the wood, and the cohesion of the latter is said to be diminished.

Albumen is also coagulated by sulphate of copper, pyrolignite of iron, chloride of mercury, chloride of zinc, &c. Some of the compounds thus formed are albuminates of the metallic oxides. Probably this is the reason why some of those salts are such excellent preservatives. But the researches of Koenig show that, when blue vitriol is employed, a certain portion of basic sulphate of copper remains combined in the pores of the wood so that water will not wash it out. The most resinous woods retain the most of the basic salt. Impregnated woods also contained, he found, less nitrogen than natural. It is even possible, he states, to remove all the azotized compounds by long immersion in the sulphate solution. The albuminous substances first precipitated by the solution, are redissolved by excess, as in the case of concentrated sulphuric and muriatic acids. The operation of such solutions should, therefore, be one of lixiviation. Koenig hopes, similarly, to explain the actions of the chlorides. A recent experiment on animal albumen by Professor Prescott, shows that its precipitate by the chloride of mercury, is also soluble in excess of the chloride solution. From this we may conclude that the antiseptic qualities of the chlorides depend, at least partly, on their dissolving out the albumen.

But could all the nitrogenous substances be removed, thereby preventing fermentation, the cellulose and lignine of unprotected wood would slowly decompose. Hence the salt used should act on those substances also. According to good authority, sulphate of copper has this action. M. Weltz maintains, that after a time, the sulphuric acid leaves the base, and acting upon the timber, carbonizes it. He has seen the props in a mine, opened 1800 years ago, charred by the free acid thus eliminated and in a perfect state of preservation, while their surfaces were covered with metallic copper in regulus.

The use of corrosive sublimate was patented by Mr. Kyan in 1832; that of chloride of zinc by Burnett in 1838. M. Boucherie has used solutions of blue vitriol and pyrolignite of iron. Easy impregnation of the wood is the great merit of this method.

Each process has in turn excited the most extravagant hopes, and neither has justified a tithe of the expectations formed. While "Kyanizing," "Burnettizing," or the use of any salt whatever, has not prevented the ravages of teredo navalis or limnoria terebrans, each of the processes named improves the durability of wood exposed to dampness. Each is, therefore, worthy of explanation here.

Kyan's specified solution was one pound of chloride of mercury to four gallons of water.

Long immersions in the liquid in open vats, or great pressure upon both solution and wood, in large wrought iron tanks, is necessary for the complete injection of the liquid. The durability of well kyanized timber has been proved, but the expensiveness of the operation will long forbid its extensive adoption.

For "Burnettizing," a solution of chloride of zinc—one pound of salt to ten gallons of water—is forced into the wood under a pressure of 150 lbs. per square inch.

Boucherie employs a solution of sulphate of copper one pound to water twelve and a half gallons, or pyrolignite of iron one gallon to water six gallons. He encloses one end of the green stick in a close fitting collar, to which is attached an impervious bag communicating through a flexible tube with an elevated reservoir containing the salt liquid. Hydrostatic pressure soon expels the sap at the opposite end of the log. When the solution makes its appearance also, the process is completed.

He finds the fluid will pass along the grain—a distance of 12 feet—under a lower pressure than is required to force it across the grain—three fourths of an inch. The operation is performed upon green timber with the greatest facility.—*Journal Franklin Inst.*

What May be Considered a Proper Delivery.

William A Godfrey vs. The Stephens and Condit Transportation Company.

Defendants in this suit are owners of a line of steamboats which run from this city to New Brunswick, calling at Tottenville, S. I. On the 20th of September, 1865, plaintiff, as alleged, put on board one of those boats a keg of rum, valued at \$79, for the purpose of being sent to Messrs. Pepper & Joline at Tottenville. This property never reached its destination, and the present suit was brought to recover its value. Evidence was introduced to prove the delivery of the goods. In defence it was claimed that the keg was landed on the wharf at Tottenville, according to usage, and that this constituted a proper delivery. If the goods were afterwards lost it was also claimed that defendants could not be held responsible. Judge Davis charged the jury at the conclusion of the case. He said there was no question but that the goods were delivered on board the boat. The only question for the jury to determine was whether or not the goods were delivered. The common carrier was bound to deliver goods to the consignee or to the care of some warehouseman or custodian. That was the general rule, but all general rules might be modified in particular cases. If defendants had shown it to be the established usage to deliver the goods upon the wharf, no warehouseman being there except such as is provided by the consignee, then a delivery in accordance with that usage is a compliance with the contract. It was claimed in the case that this had been the usage for some twenty-five years. Judge Davis then concluded by calling attention to the main points of the testimony.

The jury retired, and after a short absence brought in a verdict for plaintiff for the full amount claimed.—*N. Y. Herald.*

The stockholders of the Jeffersonville, Madison & Indianapolis Railroad will hold a meeting at Jeffersonville on the 13th November, to consider the proposition of extending the Rushville branch of their Road to Cambridge City.

Journal of Railroad Law.

NEGLIGENCE—DUTY OF ENGINEER TO SOUND THE ALARM.

The case of *Besiegel vs. The New York Central Railroad Company*, decided by the Court of Appeals, of this State, is important as involving the liabilities of railway companies.

The facts of the case are fully detailed by Judge Morgan who delivered the opinion of the Court.

MORGAN, J.—Upon the undisputed facts of the case, the plaintiff could have avoided the accident by exercising a little more precaution before he had stepped on to the third track. If the freight cars had not intercepted his vision, he must have seen the engine approaching from the east in time to have avoided the collision.

It is said that common prudence required him to put himself in a position to see whether there was a train coming from the east, on the third track, before he attempted to cross it. The evidence, however, tended to show that the railroad company was guilty of great negligence in backing down at so rapid a rate of speed across South at Joseph street without any flagman to warn foot passengers of their danger, or without sounding an alarm from the engine. With their cars standing upon the track so near the crossing, the company was guilty of inexcusable negligence in omitting to take the usual and necessary precautions to prevent accidents.

As an original proposition, it seems to me, that the omission of a railroad company to sound the alarm when approaching a crossing, especially when the view is obstructed by intermediate objects, is some excuse for the inattention of a way traveller to the danger of an approaching train. The way traveller depends upon his ears as well as his eyes, and when his vision is obstructed, and he is within a few feet of the track, and hears no alarm, it ought not to be thought very hazardous to step across the track. If he hears no signal, he does not expect a train to cross his path when he has but a few feet to go to cross over, and if he for great precaution, stops and looks both ways before he makes the last step to reach the track, he exercises more precaution than a majority of our citizens do in similar circumstances.

The doctrine which requires travellers, in all cases, to stop and look both ways, when approaching a railroad track, pre-supposes that railroad companies are guilty of violating their duties to such extent as to make it a matter of course, to expect a train to run over the streets of a city under full headway at any time, without signals or safeguards.

When the vision is obstructed, as in the case at bar, the way traveller generally listens to hear the alarm, and if none is given, it is not, or at least ought not to be, presumptuous in him to suppose that he can walk over the track with safety. He has a right to believe that the engineer will not run his engine with such dangerous speed, without ringing the bell, or sounding the whistle.

It is not sufficient to defeat this action, to say in another case the plaintiff was nonsuited, because he failed to look both ways before attempting to cross the track of a railroad. The want of caution which constitutes negligence must in any given case depend upon the circumstances under which the plaintiff is placed at the time.

If the tracks had been clear, so that the plaintiff could have seen the approaching engine, then doubtless it would be negligence

in him not to have seen it, so much must be conceded as settled by the adjudications in this State.

The evidence tended to show that the plaintiff was within a few feet of the third track, and heard nothing to give him warning of an approaching engine. He left his position, and stepped forward to cross it. He could not see the approaching engine until he had got to the very point of danger, and then on the account of the rapid motion of the engine, he was unable either to cross over, or to recede and avoid it.

The court below maintains the proposition that the plaintiff, although he had waited on the second track until the train had passed, and had heard no signal of another, yet that he should have stopped again and looked down the third track before attempting to cross it. And this is put upon the ground, that it might be expected that an engine at full speed would be rushing along at that very time without giving any warning of its approach.

I cannot subscribe to such a proposition. It was I think a question for the Jury to decide, whether, under the particular circumstances of the case, the plaintiff was wanting in ordinary prudence in attempting to cross the third track when he did, without taking other precautions to discover that it was clear.

Doubtless, if the engineer gives the usual signals, and the way traveller does not hear them, it would be his misfortune if he came in collision with the engine. So if the way traveller cannot see the train with his eyes in time to avoid it, it is his folly if he ventures to proceed, and comes in collision with it. But when he cannot have the use of his eyes to discover the danger, until he reaches the track upon which the train is approaching, and upon stopping a few feet short to listen, he hears no signal, can it be said as an abstract proposition, that the plaintiff is guilty of negligence, because he trusted his ears, and came to the conclusion that it is safe to take the few steps necessary to pass over it? If he has listened while standing within a convenient distance of the track, and has heard no signal of an approaching train, if he has but a few steps to go to cross it, and if acting on this belief, that it was safe (as nine men out of ten would do in a similar situation), he started on, and was met by an engine running almost noiselessly and at great speed, can it be said with propriety, that he should have expected such a thing to occur as did occur in this case?

Is it not necessary to decide that the plaintiff was not guilty of negligence. All I claim is, that considering the peculiar position this plaintiff was placed in, as may be gathered from his own statement; his proximity to the track; the few moments it would take to clear it; his obstructed vision, and the noise and confusion at the time; that no signals were sounded from the approaching engine to put him on his guard, and the unusual speed with which the engine approached him; I say considering all these circumstances, it should have been left to the Jury as a question of fact to determine whether or not the plaintiff was guilty of negligence in attempting to cross the tracks without taking further and additional precautions against the danger of a collision.

If, however, the evidence should disclose that the plaintiff was heedless or careless, and neglected to avail himself of the usual precautions which men of common prudence would use in like circumstances, he cannot recover, under the well settled rule that his own neglect contributed to procure the injury.

The degree of care which a way traveller should observe, when about to cross a railroad

track; has been discussed in several adjudicated cases. In *Pennsylvania R. R. vs. Ogier* (35 Penn. R., 160), it was held that negligence was a relative term when applied to a traveller in such a case, and consisted in the absence of that ordinary care which a party ought to observe under the peculiar circumstances in which he is placed; and that a different degree of care is required, when there is reason to apprehend danger, from that which is necessary when none is to be expected.

The duty of a railroad company to exercise more caution and a higher degree of care when running their cars through a village or city, than in the country, as was held in *Fargo vs. The Buffalo and State Line R. R. Co.*, (22 N. Y. 207), concedes that the company would be liable in not exercising it, when by so doing ordinary prudence on the part of the way traveller would save him from a collision.

The good sense of the rule may be thus expressed, ordinary care requires the way traveller to look for a train when approaching a railroad track. If he cannot see by reason of obstructions it requires him to stop just short of the track and listen. If he does more than this, it is extraordinary caution, and what is not required on the part of the plaintiff to entitle him to recover against a railroad company, which has culpably omitted to sound an alarm before reaching the crossing, if the Jury believed that the accident would not have occurred provided the usual signals had been given.

I distinguish the case at bar from those in this State, where it has been held that the plaintiff could not recover in consequence of his own want of caution in attempting to cross a railroad track. In *Dascomb vs. The State L. and B. R. Co.*, (27 Bard. 221) the plaintiff drove along upon the track without taking the slightest precaution to ascertain whether or not a locomotive was approaching.

It is not unusual for empty cars and freight cars to stand upon the tracks near the crossings in our cities, some have engines attached to them, and are waiting some signal to start, some have no engines attached. In the meantime passenger trains are running in and out, and a person who wishes to cross the track is necessarily in some doubt as to the exact condition of things. His observation of the tracks is necessarily very limited, and the view he obtains quite unsatisfactory.

There is often a curve in the track at a short distance from the crossing, so that he cannot see an approaching train without going quite a distance out of his way.

In this condition of things ought we to establish the rule, that a foot traveller is guilty of want of ordinary care and caution by attempting to cross without first obtaining an observation of the track at a distance sufficient to insure his safety against a locomotive advancing toward him at the rate of thirty or forty miles an hour?

In my opinion, we ought to hold the railroad company responsible in such a case, if they run at too great a rate of speed to allow a man to clear the track who has approached it, without being warned of the danger by the usual signals. When a man on foot reaches a point near the crossing, and listens and hears no signal or warning, I think he is not guilty of negligence for attempting to cross over the track in a case where he cannot see up and down the track by reason of obstructions. But I would not make the railroad company liable for a collision in such a case, when they run their locomotives with moderate

speed and make the usual signals before reaching the crossing.

We are to look at the case at bar as it appeared from the plaintiff's statement, and we must assume that the defendants run their engine at a dangerous rate of speed, without giving any signals of danger; that the plaintiff listened when standing on the second track and heard no alarm; that he could not see the engine until he was about to stop upon the third track, when it struck him before he could get out of the way. In this view of the facts, I think the court below erred in holding as a matter of law, that the plaintiff was guilty of negligence.

The judgment should be reversed and a new trial granted, cost to abide the event.

The Liability of Common Carriers.

Mary McCarthy vs. The Boston, Newport and New York Steamship Company.

Plaintiff in this case resides at New Bedford. In September, 1865, she was on a visit to Brooklyn, and returned home in the steamer Metropolis. Previous to leaving Brooklyn she packed up a large quantity of wearing apparel in two trunks and sent them to the boat, as she alleges, on board of the boat by Studley's express. It was set up in defence that those trunks never went on board of the boat, and that the company could not, therefore, be held responsible. Contradictory evidence on these points was introduced.

Judge Davis charged the jury that if the company came in possession of the property knowing it to be baggage, they were liable as common carriers. If they delivered it to a third person it was at their peril. If, on the other hand, keeping in view the careless manner in which this baggage was put on board the vessel by the expressman, and they had no evidence of its being the baggage of a passenger, they were not liable as common carriers, but only as bailees, and in that case gross negligence should be proved against them in order to recover.

The jury then retired, and after a short absence brought in a verdict for plaintiff for \$442.—*N. Y. Herald*

SOUTHERN PACIFIC RAILROAD.—The New Orleans *Picayune* says that the Southern Pacific Railroad from Shreveport, La., to Marshall, Texas—about forty-five miles—is in excellent order, and daily trips are profitably made, with continually accumulating business, and that traffic is bound to increase constantly, as the road progresses, and as the vast and fertile regions from Marshall to El Paso are opened to a market, the best on the continent—New Orleans. The *Picayune* adds that a company of foreign capitalists has made propositions to build the road its entire length, and that the terms proffered are considered by many to be highly liberal. The propositions are now under consideration.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.—The extension of this road from Kellogg Station, its present terminus, to Des Moines, Iowa, has been let to a Pennsylvania firm, and the prospect is that the work will be commenced at once. The Chief Engineer of the road has been directed to survey and locate the route west of Des Moines, and get 80 miles ready for letting immediately. We understand that the road is to be pushed through to Council Bluffs as rapidly as possible, and to a connection with the Union Pacific Railroad at Omaha.

Cincinnati and Fort Wayne Railroad.

A meeting of the citizens of Fort Wayne was held on Thursday, to hear the report of Judge Colgrove, President of the road. The Judge stated that about 600 men are now engaged on the grading between Richmond and Winchester, and that local subscriptions have been made sufficient to prepare the road for the iron thence to Bluffton; and further gave the assurance that if thirty thousand dollars can be subscribed on the line North of the Wabash river at Bluffton, to be paid as the grading on this section of the road shall progress, then the whole of the means will have been provided to prepare the line for the iron for the whole distance from Richmond to Ft. Wayne; therefore it was

Resolved, As the sense of the meeting, that the interest of this city and county requires such subscriptions to be made, and that in the judgment of those present this amount will be raised by the citizens of Allen county and the northern part of Wells county.

O. P. Morgan, P. Hoagland, B. W. Oakley, S. B. Bond, and A. C. Huestis, were appointed a committee to secure said subscriptions.

A WELL-MERITED PENSION.—The British Government has recently granted a pension of £200 a year to Miss Roberts, the daughter of the late Richard Roberts, of Manchester, inventor of the self-acting mule for cotton spinning, the iron planing machine, and many other valuable machines. Mr. Roberts, who died about two years ago at an advanced age and in poor circumstances, accomplished as much if not more than any other man of his time in the practical application of mechanical science; but, like many other men of similar ability, seems to have lacked the requisite qualifications for amassing money. His daughter had for many years been his constant attendant and assistant, and had so passed the prime of her life. The above recognition of the great public services of her father is a bestowal of a part of the fund placed at the disposal of the sovereign of England for such purposes, which could not have been better merited.

LEAD MINING.—This branch of industry is getting to be a matter of great moment in this and adjoining counties. The Kentucky Silver Lead Company, whose operations are carried on in the neighborhood of Russell's Cave, in this county, is meeting with ample success. The ore on this property is highly argentiferous, assaying as much as 134 ounces of silver to the ton of ore. A mass which was exhibited in our office yesterday, taken from a depth of fifty-five feet, was nearly pure galena, suitable for the manufacture of white lead. The work at these mines is under the superintendence of Col. Clay Taylor, of Missouri, who owns valuable lead mines in that State, and whose experience in mining in California and Missouri eminently qualify him for the work in hand, and he is pushing it with all the energy necessary to develop the hidden wealth, which he is confident lies under. The lode at the depth he has reached is three inches thick of pure galena, imbedded in baryta three feet thick. Every indication promises complete success to this enterprise.—*Ky. Gazette*.

BALTIMORE AND OHIO RAILROAD.—The stockholders of this road will hold their annual meeting on November 19th, for the election of directors and other business.

RAILROAD ITEMS.

J. D. B. DeBow, of the *Review*, has accepted the Presidency of the Great Central Railroad of Tennessee, chartered by recent act of the Legislature.

There will probably be an effort to unite the New York Central and the Hudson River, and the Harlem Roads, into one grand consolidated corporation. This is Vanderbilt's plan we have no doubt.

The Fond du Lac *Commonwealth* says that the work of grading the Sheboygan & Fond du Lac Road west of Glenbeulah and toward Fond du Lac is steadily progressing, and over a mile have already been graded this fall.

The Common Council of Fort Wayne have voted \$100,000 to aid the Grand Rapids & Indiana Railroad, all to be expended north of Grand Rapids. It is also said that negotiations are going on in Europe for iron for the entire line of road.

The contract for the construction of so much of the Newark and New York Railroad as lies between the Hackensack and Hudson Rivers, was awarded on the 12th inst., to Messrs. Lee & Huston, at present contractors on the Morris and Essex extension.

The Chicago and Rock Island Company recently procured a loan of \$9,000,000 from A. T. Stewart, of New York, and gave a mortgage on the road to secure the payment of the money. The deed has been recorded in Ottawa, Ill., and the revenue stamps on the document cost \$9,000.

The N. Y. *Tribune* says the purchase of St. John's Park by the New York Central and Hudson River Roads is regarded by railway people and merchants as a step calculated to benefit alike the roads and the trade of the city. Parties owning real estate fronting on this Park, and who have the right to enter it, have sold their claims at a certain price per foot.

The Cedar Rapids & Missouri River Railroad is bounding forward with gigantic stride. The track is now laid to Denison, and the cars are running there. With favorable weather for working the road will be finished through to Council Bluffs in ninety days. This completed, the force will be put on the Sioux City branch of the Pacific. This is the extension of the Chicago and Northwestern Railroad.

The following are the new Directors of the Toledo, Wabash and Western Road: A. Boody, Isaac H. Knox, Leroy M. Wiley, Edwin C. Litchfield, William Kidd, George Cecil, John Ross, William A. White, James R. Jesup, Edward Wells, New York; James Spears, Lafayette; James Dunlap, Jacksonville; Warren Colburn, Toledo; E. A. Chapin, Springfield; J. N. Drummond, Toledo. With the various financial and other exhibits of the affairs of the Company made at the annual meeting, the stockholders expressed much satisfaction, and the favorable and prosperous condition of all departments of operations, together with the generally large traffic of the line, was regarded by them as highly encouraging.

The Baltimore & Ohio Railroad have established a Fast Freight Line, called the "Baltimore and Ohio Lightning Express." This is designed more especially to meet the wants of the oyster trade. The time on oysters to Cincinnati is to be less than thirty hours, Chicago fifty, and other points in proportion.

RAILROAD FARM MORTGAGES IN ILLINOIS. VALID.—In the Circuit Court of the United States, for the Northern District of Illinois, Judge Drummond presiding, a case to test the validity of a mortgage given on a farm to secure the payment of a note given to the Racine & Mississippi Railroad Company, and by them used to raise means to assist in building the road, was recently tried before a jury. The verdict was in favor of the plaintiff, sustaining the validity of the mortgage. As this decision is the reverse of that given in the State Courts, it will create some consternation among the farmers along the line of that road. We hope a test case will be taken to the Superior Court of the United States, and have the vexed question settled.

BLUE RIDGE RAILROAD.—The stockholders of the Louisville and Nashville Railroad, at their annual meeting on the 1st October, determined upon the extension of their Lebanon Branch Road from Crab Orchard, its present terminus, to the Tennessee line, at a point to which the Knoxville and Kentucky Railroad is now being built. This fact in itself would be an unimportant event but for its ultimate bearing on the prospects of the Blue Ridge Road, where the great Northwest crosses the Ohio River, on a permanent iron bridge, which is now being constructed at Louisville, and journeys southward to Knoxville over an unbroken line of first class railroads. It will not be for the purpose of making Knoxville its depot, far from it. The stream of travel, the gigantic tonnage from the valleys of the Ohio and Mississippi, and from the shores of the great lakes, are seeking an outlet on the South Atlantic coast, and the connecting link is the Blue Ridge Railroad.—*Charleston Courier*, Oct. 16th.

MONETARY AND COMMERCIAL.

As the Pork season advances, the discount houses curtail their general loans, and hold their means in reserve to assist the packers; hence, there is reported day by day, a little closer market. There is no excessively large demand for money, but the "time-honored," just and necessary custom, of meeting the wants of this particular trade in the fall, renders it always difficult for those who have not very peculiar claims upon their bankers to obtain discounts at this season of the year. This condition of finances is as certain to occur in all the leading money markets of the West as that cold weather will come around, and parties should so shape their affairs that they will not be caught napping, or if they are, they must pay the shave without grumbling. Business, generally, throughout the city has not been remarkably active, and the conviction is now settled that a large trade will not be done this season. The political excitement throughout the country has ab-

sorbed a large share of the attention of business men, and until the policy of the government become more settled and harmonious, we may expect that traders and consumers will exercise caution and economy. This is more especially manifest in the country, and while extravagance in dress and general expenditures may increase in the large cities and towns, the great bulk of the people who live on farms, are forced from short crops, and the high prices of manufactured goods to curtail expenses. This will in time react upon the cities; its influence is now being felt in the curtailed condition of trade.

The rates of discount have materially advanced, 10@12 per cent. being the ruling figures for good paper, while call loans are made at 8@10.

Exchange is in supply in excess of the demand, and prices are dull at the quotations.

	Buying.	Selling.
New York.....	1-10 dis.	50c dis. @ par
Philadelphia.....	1-10 dis.	50c dis. @ par
Boston.....	1-10 dis.	50c dis. @ par
Gold.....	140 1/2	147 1/2 @ 147 1/2
Silver.....	134 @ 135	137 @ 138

The changes in the New York gold market have not been very great during the week; the daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Nov. 1.....	146 1/2	147 1/2	146 1/2	147 1/2
" 2.....	147	147 1/2	146 1/2	147 1/2
" 3.....	147 1/2	148 1/2	147 1/2	148 1/2
" 4.....	148 1/2	148 1/2	147 1/2	148 1/2
" 5.....	148 1/2	147 1/2	147 1/2	147 1/2
" 6.....	148 1/2	148 1/2	147 1/2	147 1/2
" 7.....	148	148	147 1/2	147 1/2

Of the New York money and stock market, the *Tribune* says:

Money remains unchanged at 4 per cent. on Governments and 5 per cent. on miscellaneous collateral. Some weak houses were frightened into paying 6 per cent. early in the day, but houses in first-class standing borrowed all they wanted at 5 per cent. and the market closed easy at that rate.

Government bonds have been firm and quite active. The new 5-20s of '65 were in demand at 110 3/4. Seven-thirties, first series, were firm at 108 bid, and no large amounts could be had at quotations. The miscellaneous share list was dull and neglected, with the exception of Atlantic Mail, which opened at 127, sold down to 110, and closed at 114 1/2 bid. Mariposa Common was in good demand at 14, and the preferred stock dull at 30 1/2 @ 30 3/4. Pacific Mail was firm at 242 1/2 @ 243. The Railway share list opened dull, and continued without any special activity until after 1 o'clock, but all stocks offered were readily taken. After the 1 o'clock call, there was a better feeling, and all the leading shares were in demand at from 1/2 @ 3/4 per cent. advance. Later in the day the market was dull, and the leading shares were a shade lower, but the market closed firm at quotation: Ohio and Mississippi 34 1/2 @ 34 3/4; Canton Company, 56 @ 56 1/4; Boston Water Power, 32 1/2 @ 33 1/4; Cumberland Preferred, 67 1/4; Quick silver, 53 1/2 @ 54; Mariposa, 14 @ 14 1/4; Mariposa Preferred, 30 1/4 @ 30 1/2; Western Union Telegraph, 51 1/2 @ 52; New York Central, 122 1/2 @ 123; Erie, 83 @ 83 1/2; Hudson River, 124 1/4 @ 124 3/4; Reading, 116 1/2 @ 117; Michigan Southern, 93 @ 93 1/4; Cleveland, and Pittsburgh, 93 1/4 @ 93 3/4; Cleveland and Toledo, 120 1/2 @ 120 3/4; Rock Island, 110 1/2 @ 110 3/4; North Western, 58 @ 59 1/4; North Western Preferred, 80 1/4 @ 80 3/4; Fort Wayne, 110 1/2 @ 110 3/4.

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1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,.....	40,000
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1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	6,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100

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 L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
 J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
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167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST and CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable there after to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No	1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " "	6 1/2 " "	35 " "
3, 8 " "	11 " "	36 " "
4, 8 " "	9 " "	35 " "
5, 7 1/2 " "	6 1/2 " "	30 " "
6, 10 " "	8 " "	40 " "
7, 7 1/2 " "	8 " "	35 " "

PHILIP S. JUSTICE, President
No. 14 N. Fifth St., Philadelphia.
ff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong cooking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity. This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House.

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.
Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:49 A. M.	10:50 P. M.
HAMILTON.....	10:39 "	11:33 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:00 "
RAVENNA.....	9:25 "	9:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:15 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y
A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

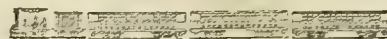
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FELLER, Gen'l Ticket Agt. D. McLEARN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:32 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

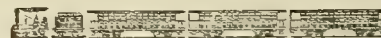
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

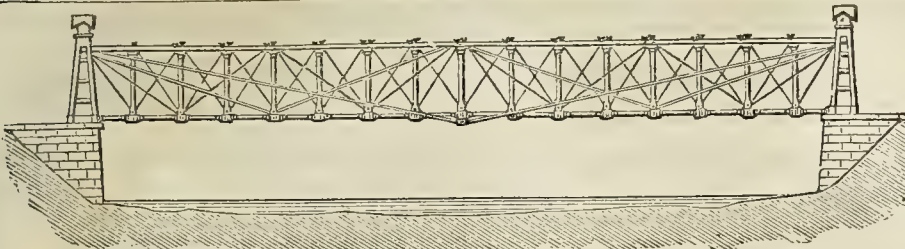
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, The shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the Unequalled Attractions of Natural Scenery heretofore conceded to this route, the recent Troubles upon the Border have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged en route by Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City	7 00 A. M.	9 30 P. M.
Toledo & Detroit	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail	7 00 A. M.	5 25 P. M.
Richmond & Chicago	7 00 A. M.	9 20 P. M.
Dayton, Bellefontaine and Richmond	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada	6 00 P. M.	10 30 A. M.
Hamilton Accommodation		6 45 A. M.
Richmond & Chicago	7 00 P. M.	9 20 A. M.
Hamilton Accommodation	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burmet House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

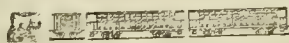
For St. Louis and Cairo and Louisville	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 A. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES.

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis—Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:20 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works. June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

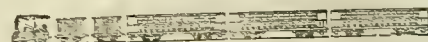
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HT. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Wash nton at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
WRIGHTSON.

Editors

CINCINNATI:

THURSDAY, NOVEMBER 15, 1866.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING.

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	9:40 A. M.	6:00 A. M.
Night Express.....	10:30 P. M.	6:30 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	4:30 P. M.
Eastern Express.....	7:00 A. M.	4:30 P. M.
Columbus Accommodation.....	4:00 P. M.	10:00 A. M.
Lightning Express.....	8:00 P. M.	6:40 A. M.
Morrow Accommodation.....	5:45 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	6:40 A. M.
Eastern Mail.....	8:25 A. M.	4:45 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:25 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	12:35 A. M.	5:55 A. M.
Marietta and Parkersburg Mail.....	8:25 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:25 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:40 A. M.
Loveland Accommodation.....	5:45 P. M.	7:50 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Indianapolis & Cambridge City.....	7:00 A. M.	9:30 P. M.
Toledo, Detroit and Canada.....	6:00 A. M.	9:30 P. M.
Dayton and Sandusky.....	6:00 A. M.	5:25 P. M.
Richmond and Chicago.....	7:00 A. M.	9:30 P. M.
Dayton Accommodation.....	3:00 P. M.	10:15 A. M.
Richmond, Indianapolis & Cambridge City.....	1:30 P. M.	11:35 A. M.
Toledo, Sandusky, Detroit and Canada.....	6:00 P. M.	10:15 A. M.
Hamilton Accommodation.....		6:45 A. M.
Richmond and Chicago.....	7:00 P. M.	9:15 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Cincinnati, Cambridge City and Indianapolis Mail.....	7:00 A. M.	9:30 P. M.
Cincinnati, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:35 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	9:30 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:10 P. M.
St. Louis & Chicago Express.....	7:00 P. M.	12:28 A. M.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	8:15 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	7:00 A. M.	11:00 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:20 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	8:25 A. M.	4:30 P. M.
Caboose Accommodation.....	4:00 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:50 A. M.
Evening Express.....	1:55 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Night Express.....	11:40 A. M.	4:20 P. M.
Fast Express.....	8:25 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	12:05 P. M.

The Cincinnati and Louisville Road and the Southern Road.

Mr. DUDLEY, President of the Louisville, Frankfort and Kentucky Railroad Company, writes us a note, enclosing a printed circular, addressed to the Cincinnati Chamber of Commerce. The object of the circular is to get a loan of half a million of dollars, in aid of the Cincinnati & Louisville Road, which he says will accomplish all the purposes which are expected by the donation of a million of dollars to the Southern Road. This is a great mistake. Nevertheless, we earnestly desire, that Mr. Dudley may succeed in getting the half million, and making the direct line to Louisville. It is a mistake in regard to the Southern Road; because no road of any sort going to Louisville or Nashville, or Memphis, can possibly develop the great, and now unproductive country, lying to the South East of Cincinnati; nor can any such road make direct connections with the East Tennessee, and North, and South Carolina Railroads. It is geographically impossible. It is a delusion to suppose that we are merely seeking a connection with the Southern country, any where and any how. Cincinnati has a specific object in view, in getting the direct Southern country which is—1. To get a road of her own, to the heart of the Southern Atlantic, which shall not be controlled by other interests; 2. To develop and make available to herself, the great mineral resources of the great country to the South East, in Kentucky, Tennessee, Virginia, and Carolina; 3. To make the shortest and most direct line of Railroad from Cincinnati to the seaboard. Either one of these objects ought to be sufficient to engage the capital and enterprise of this great central city. Any one who glances at a map, will see that these objects are not to be attained by any road to Louisville or Nashville. These works must, therefore, be regarded as distinct, but not at all rival objects. There is no reason why both should not be accomplished, especially, since all that the Louisville Road requires, is a mere loan of half a million at 7 per cent. on an unincumbered security. Such a loan as that ought to be got anywhere, as a mere investment. Mr. Dudley states, that the Company is unwilling (the Louisville & Lexington Company,) to undertake the construction of the Cincinnati branch, unless they can secure a loan sufficient to make them certain of accomplishing the object. In this they are wise. The road when made, will be very profitable; but, the profit cannot be reaped, unless it can be made without embarrassment and in a reasonable length of time. To do this, the Louisville Company propose to put a First Mortgage on their road, which is free from debt, to the amount of \$3,000,000. This will be nearly enough to make the road. To pay the interest, the Company has a net

annual revenue of \$350,000. Mr. Dudley says, that if half these bonds can be taken abroad, the other half can be taken in Kentucky. It strikes us as very singular, that there should be any doubt about selling them. Notwithstanding the depreciation of the currency, bonds bearing 7 per cent. interest on a good road in operation, are undoubtedly a good investment. We do not see, therefore, why Mr. Dudley should not dispose of his bonds readily in Cincinnati, or in any other centre of commerce. Capital is abundant, and 7 per cent. is good interest; and in this case sure to be paid. As a financial operation, we should expect to see it immediately successful. It has everything to commend it to the commercial patriotism of Cincinnati.

Let us now turn to the advantages which may reasonably be expected from such a road. We have in a former number, touched upon some of these; but, let us review them. 1. The road will, in all probability be a very profitable one; for reasons which are obvious and which experience has tested. Wherever, in Europe or America, there are two great cities, centres of commercial exchange, which are not more than one or two hundred miles apart, the direct road connecting them, is thronged with business, and profitable. Such is the case in the great cities of Europe. Such is the case between New York and Boston, although there are three or four traveled lines. Such is strikingly the case between New York and Philadelphia; between Philadelphia and Baltimore; and between Philadelphia and Pittsburg. Cincinnati and Louisville will be only about 105 miles apart and they are already as large as Philadelphia and Baltimore were at the commencement of the railroad system. In an equal time they will probably be as large as Philadelphia and Baltimore now are. Cincinnati has now 210,000 within her corporate limits; 250,000 with her suburbs, and 300,000, if we included Covington, Newport, Jamestown, and their surroundings. In ten years more, it will have 400,000 people in and about it. Louisville claims, we believe, 90,000, and no doubt will increase in proportion to its past growth. Thus we shall have two great central cities, both on the Ohio river, in the great channel of commerce and civilization, only 100 miles apart. If there were no elements to make a railroad communication but this, it is enough. Cincinnati concentrating the products north of the Ohio, Louisville on the south—centres of different kinds of trade and production, must necessarily have the most intimate connection, and keep up a constant interchange of commodities and persons. It is most manifest, therefore, that such a communication made by rail, must be profitable. 2. But there are other connections and considerations which, in regard to Cincinnati, are of great importance. Mr. Dudley supposing that this road will

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immediate connection with a large part of the railroads of the South, and the South-western country. First, Louisville has direct and good railroad connection with Nashville and Memphis. The cars which leave Covington, may go without change to Nashville and Memphis, placing the merchant or the products of Cincinnati in the heart of the Southern country; and giving to Cincinnati the advantage of the *easiest, shortest, and cheapest line of transit for the peculiar products of the South to the North*. This advantage can not be overrated. We cannot here state in detail the many striking facts connected with this subject; but will glance at one or two. Memphis, like Louisville, will be a great city; probably in the end, greater than Louisville. The reasons which will make it a great city are not generally known; but will be obvious to those thoroughly acquainted with the geography of the country. Memphis is one of not more than half a dozen sites on the Lower Mississippi, where a town can be built reasons. Memphis lies exactly at that point with advantage; but, this is only one of the where it can concentrate the trade and business of a vast country. By means of White and St. Francis rivers, it commands the whole trade of Arkansas, while on the east it has the whole trade of West Tennessee and a part of Mississippi. Its position is, therefore, quite commanding; and the abolition of slavery removes one of the great causes which have prevented its full development. We cannot obtain so good a connection with Memphis, as by the Cincinnati and Louisville Railroad. With Nashville, also to be a great city, we may possibly have a more direct communication *via* Lexington; but, with Memphis, we cannot have. Through these great centres lie our direct communication with the South West, and the Gulf of Mexico. We therefore say, that the intended Railroad to Louisville, will be of far more importance to Cincinnati than is generally supposed. Such a loan, obviously a good investment, as Mr. Dudley proposes, ought to be made readily, as it certainly can be easily afforded in Cincinnati.

The receipts of the Western Union Railroad Co. for the week ending November 7:

	1866.	1865.	Inc.	Dec.
Freight.....	\$16,629 08	\$9,930 87	\$6,698 11	
Passengers.....	3,396 01	3,432 27		\$6 26
Express.....	250 00	130 22	119 78	
Mail.....	379 91	296 53	83 33	
Totals.....	\$20,655 00	\$13,840 04	\$6,901 22	\$6 26
Net Increase.....			\$6,814 94	

Receipts from January 1, to November 7:

1866.....	\$704,975 54
1865.....	603,623 63
Increase.....	\$101,351 91

The following are the receipts of the Grand Trunk Railway for the week ending Nov. 3:

.....	\$147,605 00
.....	141,446 00
1866.....	\$6,459 00
1865.....	

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

We have already devoted so much of our paper to the testimony on this subject as to seriously interfere with the usual variety in our issue, but the importance of the questions involved we deem a sufficient apology for continuing our report. We do not deem it essential that we publish the testimony of all the witnesses, but have endeavored to give those that have the most pointed bearing on the subject.

TESTIMONY OF W. G. MCCOY.

Mr. W. G. McCoy, being duly sworn, says: That he is now agent for the Louisville & Nashville and Memphis & Louisville Railroads; has been agent since January, 1866; and from June, 1860, to December, 1865, was interested in Fifth street wharf boat in Cincinnati, and had charge of it. The business was the receiving and forwarding freight from the Hamilton & Dayton and Dayton & Michigan Railroads, and the Atlantic & Great Western, after that road commenced business. We received freight intended for said roads, or brought in by said roads. We had the same rates paid us, including wharfage, that they paid at the upper landing. The haul was short there to and from the depot, and we caused to be carried between the wharf boat and the depot, and was part of the expense of transportation, and charged to the goods. The old wharf boat was owned by the Cincinnati, Hamilton & Dayton Railroad up to 1863, when it was purchased by W. I. Williams and myself from the railroad. We were sole owners so far as I know. This continued so until we built the new boat, which was commenced in August, 1864, and was ready for use in February, 1865. Williams, the Agent of the Great Eastern Dispatch; D. C. Henderson, at that time General Agent of the Atlantic & Great Western Railroad; J. R. Reed, General Freight Agent of Cincinnati, Hamilton & Dayton and Dayton & Michigan Railroads, and myself, were the owners of this new boat. The agents of the Great Eastern Dispatch and agents of the railroads, contracted the freight, and allowed us from five to seven cents per hundred for our services; which included wharfage and drayage. A wharf boat is necessary to enable railroads to transact business at this point.

Q. Do you know anything about the formation and operation of the Great Eastern Dispatch Company, and if so, what?

A. About the 1st of January, 1864, I knew they were getting up the Great Eastern Dispatch Company, and feeling that I had done much to build up the business at this point, I wanted to become one of the Company, and was told by Mr. Henderson that I could not be admitted into the partnership—that the other partners objected. I asked him who objected, and he said Mr. L'Hommedieu and Mr. Slocum. Mr. Henderson said they were going to rent the warehouse and do a storage business in connection with the dispatch business. Afterward Mr. Williams told me the firm consisted of said Williams, Henderson, Slocum, Reed, McLaren and L'Hommedieu, the President of the Cincinnati, Hamilton & Dayton Railroad. The capital, as I understood it from some of the partners, was \$30,

000, made up by each of the partners putting in \$2,500 in money, and giving their notes for \$2,500 each. After the close of the first quarter, the first of April, I said to Mr. Williams that I understood they had made enough the first quarter to retire their notes, and he admitted they had.

The Dispatch Company in 1864 and 1865 carried large quantities of cotton, in fact most of the cotton carried over the road. This was then, I think, called first class freight, and is now, I think, called second class. They also carried both ways considerable first, second and third class freight. My opportunity of knowing grew out of my connection with the wharf boat. My opinion is, the Dispatch Company would not pay expenses if they carried merely fourth class freight and had only the margin of one ton in a car.

I don't know that the public derive any advantages from these freight lines that could not be accomplished without them.

I sold out my interest to Williams & Reed. I do not think any other officer of the railroads in the city was interested in the wharf boat. I found many instances of goods sent from railroad to wharf boat that had been to commission merchants in the city, who afterward presented to us their bills of lading. We sent a man every day to the cashier for bills of goods for the boats. They were given to us, and goods brought down by our drays.

It is often difficult or impossible to trace upon books of transportation lines the charges and costs of transportation. They are arranged in this way often: The freight is billed at the place of shipment to the shipper at a certain rate, and to the railroad company at a less rate. The less rate is pro-rated among the roads or lines, and at the terminus the agent of the contractor of the freight at the other end is directed to add the difference, so as to correspond with the through way bills.

Q. Have you any bills of this character in your possession, that appear to be made in this way?

A. I have several bills in my possession, some of which I have with me. Those here show the following additions. They are bills of the Atlantic Time Line and Atlantic & Great Western Railroad:

1st. To bill for \$65 35 is added.....	\$9 90
2d. " " 118 20 "	2 46
3d. " " 172 37 "	5 90
4th. " " 148 98 "	2 46
5th. " " 29 18 "	5 83
6th. " " 11 96 "	2 44
7th. " " 10 03 "	2 07
8th. " " 149 73 "	22 69
9th. " " 1 67 "	36
10th. " " 5 04 "	1 04
11th. " " 157 59 "	2 46

Q. What is your opinion as to the advantage of freight lines to railroads and the public?

A. I think they are a damage to railroads and to the public. The public are injured by the irregularity in shipment of different parcels of freight, an unfair advantage being always given to the freight of these lines, and other legitimate freight delayed. I think it a damage to the road, because it employs another class of agents, to be paid out of the earnings of the road, which operates to cut freight and work against the interest of the road, they having a contract at less than the usual tariff of rates. It presents a constant temptation to improper tampering with the officers of the road.

W. G. McCoy.

W. T. WILLIAMS EXAMINED.

Q. What is your occupation?

A. I am one of the firm of Williams & Slooem, engaged in the forwarding, commission and storage business. I am also a part owner and manager of the Fifth street wharf boat. I have been engaged in the commission and forwarding business nearly four years. Our forwarding business is known as the Great Eastern Dispatch. It is carried on over the Cincinnati, Hamilton & Dayton, Dayton & Michigan, Cincinnati, Richmond & Chicago, and the Chicago & Great Eastern Railroads. The latter runs from Cincinnati & Chicago. Our contract with this road is the same as the contract with the Cincinnati, Hamilton & Dayton road. My place of business is in the Cincinnati, Hamilton & Dayton Railroad building. We have a written contract for the lease of the building, and also for transferring what goods the Cincinnati, Hamilton & Dayton Road controls between the different railroads and steamboats of this city. We are now working the Great Eastern Dispatch Freight Line, under a resolution of the Board of Directors of the Cincinnati, Hamilton & Dayton, and Dayton & Michigan Roads. I have not a copy of it. The substance is that we are to have our freight transported to and from Cincinnati and Toledo, paying for eight tons, fourth class, current rates to and from competing points. Under this resolution there is no amount specified as to what is a car load. By the practice ten tons is considered a load. It is customary to carry about ten tons to a car. Sometimes we over-run, and often we fall short; the average is less than ten tons.

Q. Do you deliver freight at the depot?

A. We do, and it is thereafter, under the direction of the agents of the railroad, loaded into the cars. We do not determine the amount that shall be put into each car; it is a matter under the control of the railroad agent, and it is done according to his convenience. Mr. Reed's statement of the conditions of the partnership of Williams & Slooem is substantially correct.

Q. Have any officers of the railroad any interest, direct or indirect, in the profits of the firm?

A. None, to my knowledge.

Q. What was your original capital, and in what was it invested?

A. Our capital stock was \$30,000—fifty per cent. paid in. The understanding was that if more money was necessary to carry on the business, it would be paid as required. The profits were to accrue until the amount was sufficient to pay the balance of the stock, and the \$30,000 dollars was retained to meet any losses that might occur. We purchased horses and drays, furniture, stationery, etc., out of the capital stock. We invested about \$6,000 in horses and drays, leaving the balance in our Treasury for a working capital and to pay charges and losses, if there were any. We had been in operation about a year and a half when Mr. Reed and Mr. McLaren withdrew. My impression is that the dividend received by them up to that time was about \$15,000 each. We paid them \$9,000 each for their share. The firm is now composed of the four original parties.

Q. What agencies have you for obtaining business, and over what territory do you extend your operations?

A. We have agents at Memphis, Louisville, St. Louis, Sandoval, Chicago, Detroit, Indianapolis, Nashville, Dayton and Boston.

Q. Do you solicit business at all these points?

A. We do. We also solicit business in Cincinnati, and we have an agent in New York to arrange about westward bound freights.

Q. What have been the yearly expenses of your agencies?

A. I cannot tell exactly; I could not approximate to the amount. We pay mostly by commission, although we have some salaried agents. The commissions allowed by us vary from fifteen to forty cents a ton on fourth class freight; on other classes we pay as high as eighty cents. We pay our agent at Louisville \$150 per month; our Dayton agent at present \$1,200 per year; at New York the amount is not agreed on. Mr. C. H. Sampson, who is in the employ of the Atlantic & Great Western Railway, is our agent at New York. Our agent at Toledo is a young lady, Miss S. E. Monroe. We pay her by commission. We do not solicit freight in Toledo. The business of an agent there is to manifest the freight to us; to see that we get all the freight consigned to us, and to attend to any other business that may be necessary.

Q. Where does your agent in Toledo have her office?

A. In the freight office of the Dayton & Michigan Railroad. J. B. Monroe is the freight agent of that company. In reference to the shipment to Gattis & Zanone, spoken of by Mr. Moores, I know nothing. In reference to the list of bills shown by him, I suppose they are right. The reason of the rates there shown is that there was a great deal more freight offering at that time than there were cars to carry it, and our agents could get almost any price they chose to ask. This accounts for the large profits demonstrated by these bills. They are exceptional, and the whole business of the month of November, from which these bills are made up, was exceptional, owing to the great press of business at that time.

Q. What is the average profit, as near as you can estimate, on each car load of through freight from here to Toledo?

A. I could not give the figures here. All the material necessary to show that has been furnished to the Cincinnati, Hamilton & Dayton Railroad Company. Our profits on the Chicago & Great Eastern, a distance of 294 miles, amount to about \$5 50 per car. This is the gross profit, and out of it we pay commissions, etc., to agents.

Q. What is the character of the freight that you usually carry from here to Toledo?

A. It is mostly fourth class freight. We carry some cotton, which is second class freight, but we have no large amounts of it.

Q. Where do you secure your cotton?

A. At Memphis. It is generally bound for New York and New England cities.

Q. Do you carry much freight from this place to Detroit, or vice versa?

A. We receive considerable freight, but receive very little. There are no large amounts to go there.

Q. What is the character of the freights received?

A. In the fall and winter, apples and potatoes constitute the bulk. We receive all classes; there are no large lots of any kind, but it is generally the low classes. We send very little machinery or iron of any kind in that direction, but we send a good deal of cotton and tobacco. The cotton goes from Detroit to various points in Canada.

Q. Is there not considerable freight between Toledo and Detroit by the Southern Michigan Road?

A. None at all, that I know of; but we used to do a large business over that road when our agent worked on it. We have since made a more advantageous contract with the Chicago & Great Eastern Road, and now send our freight that way. We receive considerable merchandise of all kinds by way of the Grand Trunk Railroad.

Q. What is the difference in the rate on freight from here to New York all rail and by rail and water?

A. The difference between shipping flour all rail and by rail and water is ten cents on the barrel; five cents per cwt. on fourth class freight, and ten cents per cwt. on all other classes. There is only one rate made in the winter, and that is an all rail rate.

Q. Do you know what the insurance upon flour is on the lake?

A. On flour or any other freight, we pay an insurance of one-half of one per cent. of its value. It doesn't make any difference what the freight is, if it is taken at all the insurance is the same.

Q. Can you tell about how much cotton you shipped in 1865?

A. I should think between 16,000 and 18,000 bales; most of it went by the Atlantic & Great Western Railway. This year the shipment of cotton has been comparatively light. I do not think it would exceed 3,000 bales. Most of this also went by the Atlantic & Great Western Railway.

Q. Which way do you send most of your freight—over the Dayton & Michigan, or over the Atlantic & Great Western road?

A. We work all our freight that we possibly can over the Dayton and Michigan road.

Q. Are the agents of your line in competition with those of the Atlantic & Great Western Railway?

A. They are. They compete with the Atlantic & Great Western road just as they do with the little Miami.

Q. In the competition for freight do you allow your agents to cut prices?

A. We do not.

Q. Have you not been in the habit of paying commissions and drawbacks?

A. We pay our agents commissions, but we do not allow them to pay sub-commissions or drawbacks. In reference to the Gilbert & Ogborn transaction, our agent here gave the bills of lading on having the dray tickets voluntarily produced to him by the Transfer Company. We did not obtain the freight by offering better terms.

Q. Did you ever get any freights by offering terms different from those usual?

A. It has been the custom with all agents of all lines to cut rates, until within a short time past. We have cut no rates since the new order of things—the 1st of July—to my knowledge. It was the custom of all freight lines, before that to cut rates. That practice is discontinued by all freight lines now, so far as I know.

Q. Are you employing in your business any agent or employee of any railroad over which your line runs?

A. No sir, we are not.

Q. Are you using any office or other place in common with any of the roads over which your line runs?

A. We have a desk in the Toledo office. In Cincinnati there are two rooms opening into each other by an archway in the GAZETTE building, on Fourth street, one of which is occupied by the freight agent of the Atlantic & Great Western Railway and ourselves, and the other by the Cincinnati, Hamilton & Dayton ticket agent.

Q. Is there any other office used by you in common with other roads.

A. Our agent in Detroit occupies a portion of the Michigan Southern office. We have agreed to pay \$300 per year for the use of this office on Fourth street in Cincinnati. In the other office we have the privilege of placing and using a desk. We connect with the Louisville Mail Line for Louisville and with the Memphis & Cincinnati Packet Company for Memphis.

Q. Do agents go outside of, or beyond the points at which they are stationed in order to obtain freight, or do they get freight exclusively in the vicinity of their stations?

A. Our agent at Louisville has sub-agents along the line of the Louisville & Nashville road. Our agent at Dayton solicits freight at points west of Dayton.

Q. Who did you make your contract with as to what you are to receive for transferring freight from the depot to the wharf?

A. I made our contract—so far as the Atlantic & Great Western freight is concerned, which is nine-tenths of the whole—with D. C. Henderson, General Through Freight Agent of the Atlantic & Great Western Railway. Personally, Mr. Henderson has no interest in the wharf boat, and never did have. His son had not. Mrs. Henderson, his wife, Mr. Reed and myself are the sole owners of the wharf boat, and the business is carried on for our joint and equal benefit. The horses and drays are owned jointly by the wharf boat and Williams & Slocum. The total cost of the horses and drays was \$12,000, one-half of which was defrayed by our firm and the other half by the wharf boat.

Q. Does the wharf boat participate in the profits of transferring?

A. They get one-half the receipts for drayage. Our contract with Mr. Henderson allows eight cents on second, and five cents on third and fourth class freights.

Q. What is the drayage to the upper wharves?

A. It is about, but not exactly the same. From the depot to the upper wharves is, perhaps, I should think, twenty squares. It is three squares from the depot to the Fifth street wharf boat. The advantage of the wharf boat to shippers is that it is a convenient place to put goods where they can be protected from the rain and bad weather.

Q. Does your dispatch company give shippers any advantages more than they would obtain by sending their freight direct to the depot and letting the railroad company take it?

A. I do not know that we do. In case a claim for damage were presented, it would probably be more promptly settled by us than it would be by the railroad company. Our agent in Chicago, I think, attends to the dispatching with all possible speed and safety of freight coming under his direction, and interests himself to see that the company is well represented. There is no other advantage that I can think of.

Q. What relation does your agent in New York sustain to the Atlantic & Great Western road?

A. He is one of their freight solicitors. What freight he obtains for us would not otherwise go over his road; it is canal freight mostly. Ever since I can remember, rail rates on eastward bound freights have been cheaper than canal rates. On westward bound freights it is the reverse.

Q. What is the character of the goods you get by canal and lake?

A. We get a good deal of salt, brimstone, and some other things which I do not now recollect. We do not send much, either in winter or summer, by the Cleveland & Toledo road. We have no agents at the way stations; we do not interfere with the local business of the road.

Q. Is yours purely a commission business?

A. Principally it is a commission business. I cannot say it is strictly, for we have bought some goods on our own account.

The present rates on freight from Cincinnati to Toledo are, on first class, sixty cents, and on the other classes, respectively fifty, forty, and twenty cents.

Dubuque and Sioux City Railroad.

The earnings of the first division of this road (100 miles) for the year ending December 31st, 1865 were:

From passengers	\$173,476 32
" freight	431,199 98
" express	6,992 80
" mail	6,242 00
" miscellaneous	293 94
	\$618,205 04

Expenses, viz:

Repairs of road	\$159,898 32
" buildings	15,655 83
" engines	30,113 53
" cars	30,007 23
" fences	5,666 11
Agents and clerks	48,200 09
Stores for stations and stationery	9,106 85
Train hands	12,845 22
Locomotive running	69,647 50
Loss and damage	3,978 31
Elevation of grain	21,852 61
Telegraph supplies and repairs	3,446 00
Interest and exchange	12,033 10
New engines	6,843 33
Insurance	2,315 70
Miscellaneous	5,633 49
	437,243 22

Earnings less expenses\$180,961 82

Of the above expenses, \$408,838 25 are classed as ordinary, and \$32,404 97 as extraordinary expenses and renewals. Deducting from the above the amount paid for State and Federal Taxes, \$20,796 09, and the sum remaining applicable to the payment of interests and dividends is \$160,165 73.

The following table shows the gross earnings of the first division of the road for each year since it was opened:

Length of road.	Earnings.	Increase over previous year.
1858...37 miles	\$62,519 68	\$.....
1859...37 "	58,620 19	.....
1860...80 "	121,025 99	62,405 76
1861 100 "	199 410 11	78,384 16
1862 100 "	228,559 53	29,149 42
1863 100 "	276,197 40	47,637 87
1864 100 "	412,155 71	135,958 31
1865 100 "	618,205 04	206,049 33

The gross earnings of the 2d division (an average of 12 miles) in 1865, were:

From passengers	\$7,305 90
" freight	9,906 94
" express	551 32
	\$17,764 16
Operating expenses and taxes	13,337 41

Leaving a balance of.....\$4,426 75

The total earnings of both divisions (average length 112 miles) in 1865, were \$635,969 20. The average earnings per mile in 1865, were \$5,878 29, against an average of \$4,121 55 in 1864. Number of passengers carried in 1864, 67,241; do., in 1865 98,934. Tons of freight carried in 1864, 80,036; do., in 1865, 115,112. The report says:

The cost of operating the traffic of the second division, and of the Cedar Falls and Minnesota Railroad, have not yet been soon as the terms for doing such service are charged to their several accounts, but will be as agreed on, which, when added to the earnings of the 1st division, will increase them.

The great freshet in June last injured, more or less, nearly every bridge and culvert on the line, and stopped our through traffic for one month, in consequence of which our earnings were much lessened, and our expenses largely increased.

The second division was opened for traffic to New Hartford on 1st of June last; to Parkersburg on 26th same month; to Aplington on 2d August, and to Ackley on 19th October, which last station is the terminus of the road this winter. The length of the road now in operation is 132 miles.

It is expected the contractor will have the iron laid to Iowa Falls in March, and it is hoped that about 1st of May, the road will be open for traffic to that station, which will make 144 miles of road from Dubuque.

From 1st January, it will take about \$60,000 to pay the contractor for completion of this contract, and for building depot and temporary engine house at Iowa Falls.

When we reach this point, our earnings may be expected to increase considerably, as we then can compete for the business from Fort Dodge and Sioux City, and the territory tributary to those places.

Traffic on this road is heaviest from July to December. Last fall we could scarcely do more than half the freight business offered, because of the limited equipment of the road, and persons anxious to find another exit to market, attempted to project other railroads.

The prospects of this road are very bright, as it runs through a prairie country, remarkable for its fertility and the healthiness of its climate; and the success of this enterprise is without a shadow of a doubt, if a proper expenditure is made in increasing its equipment, and furnishing other facilities much needed for doing a fast increasing business.

Every succeeding year must show an increase of traffic, if the road can only give the accommodation required.

We received in August last two new locomotives, and built at the company's shop two passenger cars, one baggage car, and two way cars, making our present equipment as follows, viz: 13 locomotives, 9 passenger, 3 baggage, 2 mail and express, 81 box freight, 20 stock, 38 platform, and 7 way cars.

Our passenger traffic has increased very much, and we should have two more passenger cars, and one mail and express car to accommodate this business during the next year.

Mileage of locomotives for the year, 282,384 miles.

Four new locomotives and fifty freight cars have been ordered to be delivered in the Spring, which will assist very much in adding to our earnings.

We are in great need of an increase to our shops and machinery for repairing locomotives and cars. What we have at present was only intended to keep six locomotives in repair. Now we have 13 locomotives, and we

can not keep them in good working order for want of means to do so. When we get the four which are ordered, we will have 17 locomotives, and it will be impossible to keep them in repair without the increase of both shops and tools. If our car shops were enlarged, we could build much cheaper and better cars than we can buy.

We also very much need an enlargement of the depot grounds and tracks in Dubuque, they being totally inadequate to our business.

A large proportion of the track is in excellent condition, but there are portions of it which need new iron, new ties, ditching and ballasting. The iron on the first 30 miles is nine years in use, and is much battered and worn, and has arrived at that state when deterioration goes on rapidly. Six hundred tons guaranteed new rails will require to be purchased early in the season to put this part of the track in order for next winter.

The damage done by the freshet caused large additional expenses; and we have renewed and repaired many bridges during the past season.

Several bridges and trestle works will require to be renewed, and others to be repaired and protected in 1866.

The track on the second division will require some expenditure to put it in fit condition for the regular running of trains. Portions of it will require to be ballasted and ditched.

Depots have been built at New Hartford, Parkersburg and Ackley. One is in an advanced state of construction at Iowa Falls, and will be ready as soon as required.

The markets for produce became very dull in December. Some predict a continuation of low prices in 1866, and consequently a falling off in railroad receipts generally; but I am confidently of opinion that if we receive the locomotives and cars ordered, that the earnings of 1866 will show a healthy increase over last year.

As our traffic increases, we will need additional room for the elevation of grain. I would strongly recommend that arrangements be made for the building of another elevator. It should be about 500 feet distant from the present one, as security against fire.

A road has been projected from Ackley, on our line, to the coal mines at Eldora, in Hardin county, a distance of sixteen miles. When this road will be built, it will add largely to our traffic by hauling coal to Dubuque and other stations.

The Cedar Falls and Minnesota Railroad Company have now 14 miles of their road built. It connects with this road about 98 miles from Dubuque, and has proved during the past year a valuable feeder. If arrangements can be made with that company, for its immediate extension to the State line, and for lease on favorable terms, I would strongly recommend that such be done.

The second division of the road was completed to Iowa Falls, a distance of 44 miles, in April last, and regular trains commenced running to that point about the 1st of May. The depot at Iowa Falls was also completed and ready for occupation about the middle of April. By the extension of the road to Iowa Falls, the company became entitled to 153,600 acres of land, as provided by the Land Grant Act.

INCOME ACCOUNT.

Balance January 1, 1865.....\$102,314 68
Earnings for 1865, as above..... 618,205 04
\$720,519 72

Expenses—ordinary.....\$408,838 25
“ extraordinary..... 32,404 97
State tax for 1864..... 3,982 38
United States taxes..... 16,833 17
Coupons 1st mortgage bonds..... 22,225 00
One-half of coupons Construction bonds, due Jan. 1, 1866..... 11,550 00
Dividends for 1864..... 75,482 54
Balance 153,222 87
\$720,519 72

The income for the year 1865, as above, was \$618,205 04; expenses, taxes and coupons, \$491,814 31—leaving a balance subject to dividend of \$126,390 73.

GENERAL BALANCE SHEET, JANUARY 1, 1866.

Dubuque and Pacific Railroad obligations\$2,981,137 57
Construction and equipment 1st division 451,138 76
Construction 2d division 1,609,851 90
New Engines 49,732 59
C. F. & M. R. R. bonds 1,500 00
Stores on hand 101,762 30
Balance due from stations 25,623 21
Individual accounts 5,057 90
Sundry balances, 2d divisions 16,415 30
Cash on hand, Dec. 30, 1865 1,096 73
\$5,243,316 26

Capital stock—common\$1,673,641 42
“ preferred 1,987,351 15
1st mortgage bonds, 1st division 300,000 00
Construction bonds, 2d division 660,000 00
Floating debt 210,633 04
Dividend scrip 178,803 58
Amount due for supplies 23,929 46
“ wages 25,048 93
Profit and loss 26,259 06
Net earnings 2d division 4,426 75
Income account, balance 153,222 87
\$5,243,316 26

The officers chosen in February, 1866, are as follows:

President.—M. K. JESUP.
Directors.—Charles L. Frost, James Robb, H. L. Stout, Fred Schuchardt, Isaac H. Knox, Platt Smith, M. K. Jesup, L. P. Morton and D. Willis James.
Vice President.—PLATT SMITH.
Secretary and Treasurer.—LOUIS BOISOT.
Gen'l Manager.—THOMAS WARNOCK.
Superintendent.—J. P. FARLEY.

OHIO & MISSISSIPPI RAILROAD.—A meeting of the holders of certificates of the Trustees of the Ohio & Mississippi Road was held to-day, when a plan of reorganization was presented and accepted by a large amount of the certificate holders, three-quarters in interest being necessary to conclude the transaction. It is proposed to form a new corporation under the laws of Indiana, and issue \$6,000,000 of new mortgage bonds. Of these \$2,000,000 are to be used for construction, and \$4,000,000 retained to take up the existing mortgage debts at maturity. For the preferred and common certificates, new stock is to be issued at par in full. Dividends at 7 per cent. are to be paid, first to the preferred and next to the common stock, and both claims are to share alike any surplus above 7 per cent. The plan was discussed by the holders present, and the meeting adjourned to 12 M. to-morrow, when further signatures to the agreement can be made. The plan sacrifices the interests of no class of creditors or stockholders, and will probably succeed at an early day.—N. Y. Tribune.

Grand Trunk Railway of Canada.

The following is the report of the directors for the half year ending June 30, 1866, presented at the meeting of the proprietors in London on the 4th of October.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been.....£637,425 8 9
Deduct the ordinary working expenses (being 63.29 per cent) 403,419 0 0

Leaving a balance of.....£234,006 8 9
Deduct the renewals of the permanent way and works in the half year (all debited to revenue)..... 26,286 0 0

Leaving an available net bal. of£207,720 8 9

This balance is thus distributed:

To amount of postal and military revenue for half year due to the holders of postal and military bonds.....£28,286 5 7
To discount on American currency 14,264 6 2
To interest, &c., paid on lands 2,258 14 9
To interest on mortgage to Bank of Upper Canada..... 4,423 16 1
To interest on loans, bankers' balances, promissory notes, European exchange, &c..... 3,159 13 10
To interest on British American Land Company's debentures 616 8 9
To interest on Montreal Seminary debentures..... 616 8 9
To interest on Island Pond debentures..... 2,700 0 0
To half yearly installment on Portland sinking fund..... 2,311 12 10
To Atlantic and St. Lawrence lease (in full) 32,785 14 0
To Detroit line lease (in full)..... 11,250 0 0
To equipment bond interest..... 10,524 0 0
To Montreal and Champlain Railway Company's proportion..... 10,273 19 5
To Buffalo and Lake Huron proportion..... 25,646 7 8
To the full interest on first preference on bonds and stocks 58,354 11 7
To second do. do. (short charged in previous accounts) 47 16 10
Balance carried to next account 200 12 6
£207,720 8 9

The gross receipts and the net balance in the half year are in each case the largest ever earned in the June half of the year. The gross receipts (637,425) exhibit an increase over the gross receipts of the corresponding half of 1865, (614,876) of 22,549, or 3.65 per cent. The increase consists of 43,612, passenger traffic, including mail and express freight receipts; or a rate of increase of no less than 21.03 per cent.; but from these figures must be deducted 22,346, decrease in the merchandise traffic, or 5.87 per cent., the decrease being in the "foreign" or "traffic interchange with other (chiefly United States) companies," and also in cattle traffic receipts and smaller items of traffic, reducing the net increase to 3.65 per cent., as before stated.

A considerable portion of the above increase, viz., 18,810, is payable to the holders of postal and military bonds and does not augment the net revenue available for preference bonds and stock interest, but it is satisfactory to know that so much revenue has been earned, notwithstanding the serious loss,

and disturbance, and suspension of all business caused by the threatened Fenian invasion of March, and the actual violation of the soil of her Majesty's dominions which took place in June last.

The Reciprocity Treaty expired on the 17th of March last, and the directors watched with anxiety the results upon your traffic and net revenue following so large a change in the course of Canadian trade. It is satisfactory to state that, notwithstanding the Fenian raids, the traffic of the fifteen weeks from 17th March to 30th June, 1866, showed only a small decrease under that of the corresponding period of last year, whilst the receipts in the nine weeks from 30th of June to September 1, show an increase of 8,224*l.* over the corresponding period of 1865, when the treaty was in full operation. The results of the "fall" or autumn trade will further show how far internal can supply the want of an international interchange of the products of the soil, and will also exhibit the results of the new demand from the lower provinces for the flour and grain of Upper Canada.

The ordinary working expenses show an increase of 6,393*l.* or at the rate of 1.61 per cent., as the cost of earning the increase of traffic of 3.65 per cent.

The loss on American currency has again been large, no less than 14,264*l.*, but it contrasts favorably with the corresponding half of 1865, in which the loss was 35,849*l.*

The losses on American currency from 1862 have been 228,566*l.*, divided as follows:

Half year ending June, 1862...	£887	8	5
" Dec. 1862...	13,671	14	4
" June, 1863...	6,588	19	5
" Dec., 1863...	20,032	17	4
" June, 1864...			
" Dec., 1864...	78,413	3	6
" June, 1865...	35,849	7	10
" Dec., 1865...	58,848	3	4
" June, 1866...	14,264	6	2
	£228,566	0	4

The price of gold during the half year has fluctuated between the rates of 125 and 166, the price of June 30th, having been 153.

The net debt to capital account in the half year is only 4,000*l.*, the particulars of which are given in the accounts.

The directors propose—after providing for all bankers' charges, interest on loans, land rents, the lease rents of the Atlantic and St. Lawrence and Detroit lines, the equipment mortgage interest, and the proportions due to the Buffalo and Champlain Companies—to pay a cash dividend upon the 1st preference bonds, which will absorb 58,334*l.* 11s 7*d.*, and leave 200*l.* 12s. 6*d.*, to be carried over to next account. The interest on the first preference bonds and stocks will be payable on and after the 15th of October.

By the "Arrangements Act, 1862," the interest not paid in cash for the June half year remains undealt with until the close of the December half year.

Her Majesty's provinces on the American continent having concurred through their Legislatures in the basis of a general confederation, there can be little doubt that early next session this great measure will be completed by the legislation of the Imperial Parliament.

The bill for enabling the fusion of net receipts between the Grand Trunk and Buffalo and Lake Huron Companies received the assent of the Governor General in Council on the 15th August. The bill will be submitted to the proprietors at a future special meeting.

It will be satisfactory to those who have waited so long and patiently for a return on the large capital invested in the Grand Trunk Railway to know that despite every cause, political and other, of embarrassment and anxiety, the undertaking is steadily improving in stability and income, and has now fully demonstrated its necessity and value to British North America as a great highway of communication both in times of peace and war. On behalf of the board.

EDWARD W. WATKIN, President.

The Great Western Railway of Canada.

From the semi-annual report of this road we learn that the gross receipts for the half year were £343,162 7s. 5*d.* sterling, from which had to be deducted the working expenses, including maintenance of way, taxes, insurance and rent of Suspension Bridge, £150,406 2s. 8*d.* leaving a net balance of £392,756 4s. 9*d.* From this is to be deducted £115,148 2s. 9*d.* interest on Government loan, interest on bonds, loss on American currency, renewals and plant for rolling mill, and loss by fire at Detroit, leaving as the profit on the half year's operations the handsome sum of £77,608 2s. which, added to the surplus from last half year, £11,000 6s leaves for distribution among the shareholders the sum of £88,608 8s. The Directors recommend that from this amount a dividend be declared at the rate of five per cent. per annum, free from income tax, absorbing £85,979 16s. and leaving a surplus of £2,648 12s. to be carried to the credit of the current half year. Such a report ought materially to improve the position of Great Western stock, and cannot be otherwise than gratifying to the shareholders.

A third rail is being laid on the road, and when this is completed the gauge will be uniform from the seaboard to the Mississippi, and cars laden with through freight, will go through from New York and Boston to Chicago and St. Louis, and *vice versa*, without breaking bulk, which will be of incalculable benefit to the Great Western, besides effecting an immense saving of labor and expense in handling the freight. Another source of satisfaction to the stockholders must be in the amicable settlement of the long pending suit with the Commercial Bank of Canada, involving a million and a half dollars.

The details of the settlement have not been officially made known, but the main features are understood to be as follows: The bank is to receive the full amount of its claim, principal and interest, amounting to nearly a million and a half of dollars. It gets this in twenty year bonds of the Detroit & Milwaukee Railroad Company. An installment of \$100,000 is to be paid annually out of the earnings of the road, toward the redemption of the bonds, and interest at the rate of seven per cent. paid on the balance. The net profits of the Detroit & Milwaukee last year amounted to between \$300,000 and \$400,000, and there is every reason to expect that the traffic will continue to increase.

The Nashville and Northwestern Railroad connecting Nashville directly with St. Louis, is stated to be making rapid progress in its connection with the Mississippi River. The bridge at Johnsonville is in course of construction, and west of Johnsonville to Hickman, Kentucky, the grade is ready for the iron. It is thought that by January next passengers and freight will be put through.

East Tennessee Railroads.

Gov. Brownlow, in his Message to the Tennessee Legislature gives the following information relative to railroads in East Tennessee.

When the military authorities turned over the railroads of the State to their owners, the different railroad companies were compelled to purchase largely of the rolling stock and supplies belonging to the Government, their own having been captured during the war. Large debts were thus incurred, some of which are already pressing upon the companies for payment. Most of these roads had large claims against the United States which they had a reasonable hope would be credited to them; but in this they have been disappointed. As to the East Tennessee & Virginia and the East Tennessee & Georgia Railroads, the Government seems inclined to extend no indulgence whatever. The President of the former company has been notified from Washington, that the Government would take possession of his road about the present time, and similar notice is expected as to the latter. Such a step will be a great misfortune to the companies and to the interests of the state. It will disable them from meeting the interest on their share of the State debt, which will have to be paid by taxation on the people or the creditors of the State be postponed, which every Tennessean will deplore. The commendable spirit with which you have come to the rescue of the railroads of the State, and the ability with which you have restored and sustained the state credit, emboldens me to ask of you still further exertions in behalf of the same great interests. I recommend the appointment of commissioners to urge a settlement of accounts with the General Government; and, if need be, the extension of further State aid to said roads. The State has already invested in the two roads I have mentioned over four millions (\$4,000,000) of dollars. They are main trunk roads, and will ultimately repay every dollar the State may loan them, so that the path of both interest and duty is plain. I further advise that four per cent. of a sinking fund required on all the roads of the State be reduced to two per cent., as this will be ample.

A WEST SIDE RAILROAD.—Designed to connect Albany with New York, to be located on the west side of the Hudson River, is spoken of in the Newburgh papers. The company has been organized, and articles of association filed. The directors are: Geo. Talbot Olyphant, John Jacob Astor, Jr., John McB. Davidson, Daniel Butterfield, Homer Ramsdell, Thos. Cornell, John H. Hasbrouck, Thos. W. Olcott, Erastus Corning, Jr., Robert H. Pruyn, Samuel Schuyler, and Jos. H. Rameay.

A fast freight line from the terminus of the Union Pacific Railroad to Denver and Salt Lake City has been organized. Relays of horses for the line will be stationed at proper intervals, and no efforts will be spared in forwarding freights by this line to their destinations.

TRACTION ENGINES FOR COMMON ROADS have been put successfully in operation in 2 places. One of these, constructed by Dübs & Co., of Glasgow, for use in Syria, on the road between Damascus and Beyrout, was tried near the place of its manufacture and attained an average speed of 4½ miles per hour, the maximum being 6 miles, with a load of 10 tons.

The Liability of Banks for Notes Deposited for Collection.

Before Judge Garvin.

Warren Ayrault vs. The Pacific Bank.

This action is brought by the plaintiff to recover from the defendants the amount of two promissory notes, making together \$800, deposited with the Pacific Bank for collection, on the ground that by reason of the "gross carelessness and negligence" of the bank due demand was not made on the maker of the notes, and the endorsers were thereby discharged. Plaintiff also claims interest on the notes from the days they respectively matured, together with costs and counsel fees in an action brought by plaintiff against said endorsers, and in which he was defeated. The jury found for the plaintiff for the full amount of his claim. The case was appealed, a new trial was ordered, and after two days' investigation before a jury a verdict was yesterday rendered in favor of the plaintiff for the full amount claimed, \$988 64.—*N. Y. Herald.*

RAILROADS BUILDING RAILROADS.—It was scarcely anticipated, when such difficulties existed in raising the capital stock of the first railroads in the United States, that they would themselves become contractors and constructors for their own extension. Yet such is the case. We noted the fact a few days since, that the Pennsylvania Central had taken a contract to build a railroad from Cairo via Little Rock to Fulton, and now we add the fact that "the Illinois Central Railroad Company are discussing plans for a connection between the two lines of their road, about midway between Chicago and Centralia. One plan is for a road from Urbana, on the Chicago branch to Decatur; another proposes to run from Paxton, on the Chicago branch, about midway between Urbana and Gilman, to Heyworth, on the same stem, about midway between Decatur and Bloomington; while another proposes to connect Bloomington with Kankakee."

THE IRON RAILROAD.—At a recent meeting of the directors of the Iron Railroad, a proposition was favorably entertained, which provided for the transfer of the road to parties who would agree to connect it with the Portsmouth branch of the M. & C. R. R., within one year. It is the idea to bring the project before the stockholders presently for their final action. Though the scheme will meet with some opposition. It will either prevail, or bring the railroad question to such a shape as will necessitate a speedy solution. It is a very important matter, and steps should be taken cautiously, though with a determination that the affair shall result in a conjunction with the Marietta & Cincinnati Road.—*[Ironton Register, Nov. 1.]*

EEL RIVER RAILROAD.—The Logansport Pharos says there is a prospect for the speedy completion of the railroad projected some years since, to run from Logansport, Indiana, through the counties of Cass, Miami, Wabash, Kosciusko, Whitley, Allen, Noble and DeKalb to Butler Station, on the Air Line road, seventy-one miles west of Toledo and three miles west of the Ohio State line. The sum of \$1,500,000 has been borrowed for the construction of the road, and the work is to be prosecuted at once. It will pass through the following places: Logansport, Mexico, Paw Paw, Stockdale, Laketon, Manchester, Liberty Mills, Springfield, Columbia City, Auburn, Cherubusco and Butler Station.

MONETARY AND COMMERCIAL.

There is reported a continued closeness in the discount market, not so much from the lack of ability on the part of bankers to meet the wants of their customers, as from the apparent determination to hold strong reserves. The demand for money for regular trade is limited, and the pork packing not having yet been begun in earnest, on account of the difference in views between feeders and packers as to the price, there is not a strictly active market for money. The supply of currency, is however, kept short, by the heavy balances retained in New York, and favors are dealt out with a sparing hand. The ruling rates for discount are 10@12 per cent for first-class paper, others are sorted out. Of the pork trade the *Gazette* say:

"Receipts of hogs are very light, and the recent decline in prices serves to keep back supplies. It looks now as if there would not be much done in the way of packing, this month. Packers are not anxious to buy, and feeders do not seem ready to sell. Besides, the weather is good for feeding, and hogs are gaining in weight by delay. This is a profitable way to dispose of the new corn, which is very abundant."

Eastern Exchange is in abundant supply and dull all quotations:

	Buying.	Selling.
New York Exchange...	1-10 dis.	par
Philadelphia	1-10 dis.	par
Boston	1-10 dis.	par
Baltimore	1-10 dis.	par
Silver	33 prem.	34@35 prem
Gold	44½ prem.	35½ prem

The New York gold market was dull and prices lower, the decline for the week being about 2½ per cent. The daily changes have been

	Opening.	Highest.	Lowest.	Closing.
Nov. 8.....	146½	146½	146½	146½
" 9.....	146½	146½	146½	146½
" 10.....	146	146	144½	144½
" 12.....	144	144½	144½	144½
" 13.....	144½	145½	144½	145½
" 14.....	144½	145½	144½	144½

The *Tribune* of Tuesday says that "the bank statement, which alarmed bull operators in stocks, upon examination is not so unfavorable as they supposed. It shows what they need to make their enterprises successful, expansion in all departments except that of legal tenders, which is reported at \$3,478,347 less. The loans are increased \$3,907,853, the circulation \$502,733, and the deposits \$1,483,622. The specie gains \$3,958,768, which is not an element of weakness, whether counted as the basis of an increase of loans or as reserve for the deposits and circulation. The rate for call loans is 4@6 per cent. Best houses get round sums at 4@5 per cent, and small houses are ready to pay 5@6 per cent. In commercial paper no essential change. Best names are 5½@6½ per cent, with occasional sales below the inside figure.

Of the stock market the *Tribune* remarks: Government Stocks declined ½@¾ per cent upon the issues of 1864 and '65, and the 7.30 notes with moderate sales. In State Stocks and Railway Mortgages a small business was done, at about Saturday's rates. The speculative share market has been very irregular, and during the morning was quite panicky, under reports of a bad Bank Statement. A grand scramble to sell was made by small operators, and quite low prices were

accepted. As compared with the regular session of Saturday, Western Union rose ½; Adams' Express fell 1 per cent; Canton Co. 2½; Mariposa Preferred, ¾; Pacific Mail, 1; New York Central, 1; Erie, 3; Reading, ¾; Michigan Southern, 1½; Illinois Central, ¾; Cleveland and Pittsburgh, ¾; North-Western, 3¼; do. Preferred, 1¾; Cleveland and Toledo, 1¾; Rock Island, ¾, and Fort Wayne, ¾. After the call still lower rates were made, which attracted fresh buyers, and soon produced a steadier market. At the Second Board prices broke again, and Erie was forced down to 80½, with a material decline on many active shares. The downward turn, in the face of an easier money market than was reported at the close of the week, looked very much like a movement to induce large short sales, to be followed by another sharp upward movement. After the regular Boards adjourned there was great excitement upon the street in Erie and North-Western Common, the former selling as low as 80½, and the latter at 51½. The market closed feverish and unsettled. The last quotations were: Ohio & Mississippi, 34@34½; Boston Water Power, 32½@32½; Cumberland Preferred, 67½@67½; Quic silver, 51½@51½; Mariposa 13½@14; Western Union Telegraph, 51@51½; New York Central, 116@116½; Erie, 81½@81½; Reading, 115½@115½; Michigan Central, 113@113½; Michigan Southern, 89½@89½; Illinois Central, 123½@124; Cleveland and Pittsburgh, 90@90½; Cleveland and Toledo, 117½@117½; Rock Island, 109@109½; North-Western, 52½@53; North-Western Preferred, 77½@77½; Fort Wayne, 109@109½.

The traffic of the Chicago and Great Eastern Railway for the first week of November was:

1866.....	\$33,703 89
1865.....	27,672 79

Increase,..... \$6,031 10

The earnings of the Toledo, Wabash and Western Railway Company, for the first week in November, were:

1866.....	\$88,970 70
1865.....	77,408 45

Increase..... \$11,562 25

GRAND RIVER VALLEY RAILROAD.—The Toledo Blade says that the grading, culverts, bridges, etc., on that road between Jackson and Charlotte, are completed and ready for the iron, and that 200 men are now engaged in opening the line, grading, etc., on 28 miles north of Charlotte. It is intended to have this last named section of the road ready for the iron by the 1st of July next.

Work is in progress to connect the road with the Michigan Southern, through the city of Jackson. Mr. N. informs us that the prospects of the Grand River Valley Company are of the most gratifying character, and an early completion of the road is beyond a peradventure. A report of the Engineer, showing the progress of the work, is being prepared, and will soon be published.

GUTTA-PERCHA CEMENT is made by dissolving that body in chloroform, so as to produce a honey-like fluid. This is spread upon the articles to be secured, and allowed to dry. The pieces are then warmed until the coating softens, and are pressed together. Patches of leather may be thus put upon boots in a manner which defies equally detection and dampness.

VERY CHOICE
Oil Lands
 IN
Kentucky & Tennessee,
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,
 WITH
*Productive Wells all
 around them.*
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

THE
STEAM SYPHON PUMP
 IS THE
*Most Simple, Effective and Durable Device for
 Raising Water by steam, yet discovered.*
 It is an independent LIFT AND FORCE PUMP, with-
 out piston, plunger, valve, or movable parts of any kind.
 IT CANNOT GET OUT OF ORDER, OR FREEZE UP.
 WITH THE
STEAM SYPHON WATER-STATION
 a locomotive can raise water, with its own steam, to fill
 its tender in the same time as from an ordinary tank;
 thus dispensing with tanks, pumping ma-
 chinery, and men to attend them.
 IT IS AN EFFICIENT
FIRE-ENGINE,
 wherever steam power is used; as at Machine Shops
 Shops, Elevators, &c.,

AND BY FAR,
THE BEST BILGE PUMP,
 for Steam Vessels, in use.
 For Circulars and other information, address,
STEAM SYPHON COMPANY,
 48 Dey Street,
 NEW YORK

A FORTUNE IN ONE DAY!!
 GREAT EXCITEMENT!
\$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be dis-
 tributed Gratis to the Holders
 of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trouting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,

At the Everett Assembly Rooms, New York.

At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.

The distribution will be done fairly, honestly, and pos-
itively at the time appointed.

**No Postponement to take place on any
consideration.**

Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " " 9.00	50 " " " 43.50		
20 " " " 17.50	100 " " " 85.00		
30 " " " 26.35			

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.

AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.

The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten, to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

100,000 ACRES

CHEAP

OIL LANDS

IN

Eastern Kentucky.

40,000 ACRES

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON,

WM. MERCER,
Cambridge, Ind.

R. B. MORE,
Late Master Car Builder,
C.H.&D.&D.&M.E.R.

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
[Aug. 2, tf.]

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT

OF

Cannel Coal Land,

IN

WEST VIRGINIA,

ON A

NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1,	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2, 10 "	"	6½ "	" 35 "
3, 8 "	"	11 "	" 36 "
4, 8 "	"	9 "	" 35 "
5, 7½ "	"	6½ "	" 30 "
6, 10 "	"	8 "	" 40 "
7, 7½ "	"	8 "	" 35 "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

17 St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON

LANDS,

Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD COAL to the Chattanooga Market, and

The Tennessee River is always Navigable.

Between the Coal Field and the city of Chattanooga. The present supply of Coal for the city of Chattanooga is brought fifteen miles by rail, and is of poor quality.

The land is on the proposed Line of Railroad from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. P. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street.
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot.
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2, Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

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H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

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H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

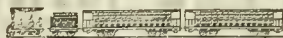
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

MAR. 1, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	9:40 A. M.	10:50 P. M.
HAMILTON.....	10:30 "	11:53 "
DAYTON.....	12:05 "	1:10 A. M.
SPRINGFIELD.....	12:56 "	2:03 "
MARION.....	1:50 P. M.	2:40 "
URBANA.....	3:44 "	4:29 "
GALLION.....	4:55 "	5:25 "
MANSFIELD.....	5:45 "	6:30 "
AKRON.....	8:32 "	9:30 "
RAVENNA.....	9:25 "	10:15 "
LEAVITTSBURG.....	11:30 "	11:10 "
GREENVILLE.....	12:00 A. M.	12:35 P. M.
MEADVILLE.....	1:10 "	2:05 "
CORRY.....	2:35 "	3:35 "
Arrives SALAMANCA.....	4:55 "	5:55 "
NEW YORK.....	10:20 P. M.	1:00 "
BOSTON.....	4:55 "	11:55 A. M.
PITTSBURGH.....	2:20 A. M.	3:20 P. M.
HARRISBURG.....	1:30 P. M.	1:40 A. M.
PHILADELPHIA.....	5:35 "	6:40 "
BALTIMORE.....	5:30 "	7:00 "
WASHINGTON CITY.....	10:25 "	10:20 "

For NEW YORK, BOSTON, PITTSBURGH, PHILADELPHIA and CINCINNATI.

On Monday, Nov. 19, 1866, Passenger Trains of the A. & G. W. R'y will leave Cincinnati, from C. H. & D. Depot, foot of Fifth Street, at 8:15 A. M. and 8:25 P. M. Return Trains will arrive at 7:15 A. M. and 8:15 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!
FOR THROUGH TICKETS AND BAGGAGE
CHECKS,

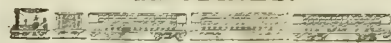
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 1:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville; arrives at Harrisburg at 1:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:45 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:45 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 3:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

Leave. Arrive.
St. Louis & Chicago Ex..... 7:00 A. M. 9:10 A. M.
Springfield & St. Joseph Ex..... 12:00 P. M. 4:30 P. M.
St. Louis & Chicago Ex..... 4:35 P. M. 12:15 A. M.
Sleeping Cars by this train for St. Louis and Chicago.

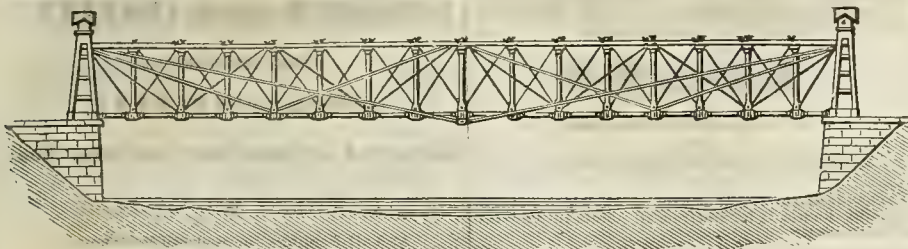
Accommodation Trains.

Leave. Arrive.
Lawrenceburg & Brookville Accommodation..... 5:15 P. M. 5:05 A. M.
Harrison Accommodation..... 10:10 A. M. 2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House & Office; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LOED, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

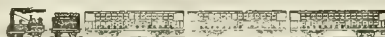
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:40 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my11

MANUFACTURERS, IMPORTERS & DEALERS

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Railroad, Car and Machine Shop

SUPPLIES,

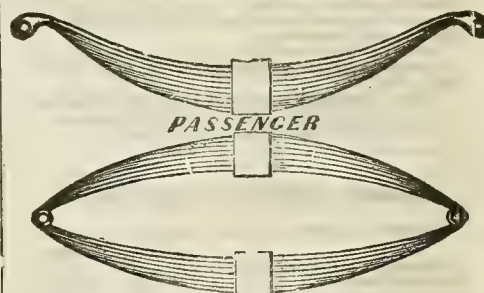
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC

SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. Phil.

BUSH & LOBDELL,

Chilled Railroad Car Wheel Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plane with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

this great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE, General Ticket Agent.

C. R. GOTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER.



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY.

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS.

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches, for same. &c., &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR.,
CHAS. WHEELER, S. F. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express)

SUNDAY TRAINS.—Leave Philadelphia for Baltimore at Washington at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, NOVEMBER 22 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines. \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:20 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.
Bellefontaine and Sandusky.....	3:09 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:20 A. M.	4:10 P. M.
Cubosee Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

The Situation of Currency and Banking in the United States.

After politics—there is nothing so much discussed as currency and commerce; and the results are about equally satisfactory. The discussion is never ended and the conclusion is never concluded. Still there is a necessity for keeping up the discussion; or we shall very often plunge into a ditch without knowing it. In this day of light and knowledge, we must keep well informed. Just now, there is a sort of *crisis* in currency. Nobody sees it very clearly and nobody feels it in business. But, it is here in two very plain facts; 1. That the immense paper currency of the country *has reached its ultimate*. It is not to be expanded any more; but, on the contrary, to be diminished. Hence, the scale of prices and currency is no longer a rising one. It is in view of this fact that we already find prices declining. 2. The tendency is now to a steady, though, perhaps, gradual *resumption of specie payments*. The last event cannot long be avoided, even if the Secretary of the Treasury or the people are willing; because the moment you begin to contract the currency, and the speculative community no longer get the benefit of expansion, people will not be satisfied with a currency which has neither standard or stability. They will speedily come to specie payments, as a necessity. These two facts, that the currency can no longer be expanded, and that the tendency is to specie payments will govern the general course of currency and commerce in the coming year. It will probably be a year, though prosperous in general matters, very difficult for merchants to steer safely through. There will be no broad margin in future to cover up mistakes and losses in business; and at the end of any fixed period of time, a debt must be paid in more than was got for it. This is always a hard period for the mercantile community. The public will not be willing to pay in extra prices the merchants diminishing margins. On the contrary, they will insist, that prices should fall, in correspondence with the approximation to gold. In this position of affairs, let us look at the facts in detail.

1. As to the amount of actual circulation. Let us compare this with the amount in former periods. The total amount of currency now is stated at \$850,000,000. The population of the United States is 36,000,000. As near as may be, the proportion of circulation is 23 to 1. In the previous commercial history of the country, we have had a circulation with specie payments, of 12 to 1. (See Vol. I. of R. R. RECORD.) Considering, that in addition to the general increase of people and their wants, there is still greater increase in the luxury and expenditure of the country, we conclude that we not only need, to get along comfortably, an *equal proportion* of currency to any other period, but we need more. It

will be safe to say, that the people will never be willing to get along with less than the largest amount they have had consistent with specie payments. This is 12 to 1. This gives an *actual demand for business uses* of \$430,000,000, and anything less than that will drive debtors to ruin and credit to destruction. To keep this amount in circulation will require \$140,000,000 in gold; but the Government and banks *have* that on hand; so that there is no violent change to be made in that respect. The whole machinery is on hand. The only operation necessary to specie payments (and it is a large one) is to strike \$400,000,000 of paper money out of existence. Now, before we pronounce this very difficult, let us consider that the banks now retain in their hands, a very large amount of paper money for the sole purpose of *redeeming other paper money*. This amount is actually struck out when you resume specie payments. How much is it?

The *Merchants' Magazine* says:

"The Clearing House, at its annual meeting, did a very creditable thing in deciding by an almost unanimous vote that National Bank notes shall not be used instead of greenbacks in making the daily settlements between the Associated Banks. These settlements should be made in cash. It is demanded both by the Constitution of the Association and by the exigencies of the case that nothing but "money" should settle these daily balances. Now National Bank notes, as has been well observed, are not money, they are only promises to pay it on demand."

Thus a large part of the best currency we have, is now locked up to redeem other paper currency, which if we had specie payments, would be done with the gold now locked up also. That is, we lock up two dollars now, where we would lock up one in case of resumption. How much is thus locked up? From the returns of the banks of New York, Philadelphia, and Boston, it seems that at least \$150,000,000 are employed in this way. Deduct this (because it is already withdrawn) and our problem is reduced to these simple terms; to deduct \$250,000,000 from the currency in actual circulation. This may be very difficult, probably will be; for it amounts to the withdrawal of 40 per cent. on all the active circulation of the country; that is, to measure all commodities by 60 instead of 100. That such an operation will largely embarrass the whole debtor community, there is no doubt. But, there is another alleviation in the case. There is a large amount of what is called currency, that never has been in actual circulation. These are long notes, and we think there is still remaining near \$100,000,000 of these. If this be so, the commercial difficulty will be reduced to taking \$150,000,000 out of daily circulation; and when we consider that was the whole amount on which the country transacted its business twenty years since, we can easily see, that to do *that* in any short time will give a great shock to the commercial public. Thus, we have this branch of the

subject to be settled by time and public opinion. One thing we do think, that *specie payments ought to be resumed* as speedily as it can be accomplished with safety.

Let us now turn to another branch of the subject. If we are to reduce the currency, what *kind* of currency are we to reduce? We take it for granted, that all the long notes of every sort, will be taken up, and the currency be brought to only two kinds—the Government, or greenback notes; and the National Bank notes. But, since it is pretty evident that a large amount of these must be withdrawn, which shall it be?

The *Merchants' Magazine* says:

"A note which is sure to be eventually paid is not fit to perform the functions of money, except the holder can get full payment for its face anywhere, at any time, and in any commodities he needs in the market. He must be sure that it will be accepted freely in liquidation of his debts. Bank notes, to be perfect as an internal currency, must be kept at par in every village and hamlet over the whole country. Prior to the war, we never had in this country a paper currency which was everywhere equal in value and negotiable without discount. These advantages we first enjoyed when greenbacks were issued, and the people prized them so highly that they will never again consent to be without them. If the National banks are unable to give us such a currency, they will place themselves under the necessity of giving up their functions as banks of issue altogether."

This is correctly stated. The *Merchants' Magazine* states it fairly, that unless banks can give us notes which are at par anywhere, at any time, they must *give up their functions*. Now, let us here remark that these *greenbacks*, abused by so many superficial writers, have taught us a great lesson in the political economy of our country, an invaluable lesson; that we *can* have a currency, which is at par anywhere and at any time. And, let us remark another thing, that banks were never able to accomplish this fact; and in our opinion never can. The *Merchants' Magazine* thinks otherwise; but we shall soon see. There is evidently to be a contest between the Government and National Bank currency, in which the Secretary of the Treasury will, with parricidal hands, side with the banks; but, the end is not yet. The people will never submit to a bad currency, when they can get a good one.

Earnings of the Western Union Railroad Co. for the week ending Nov 14, were:

1866..... \$18,910 81

Corresponding week in

1865..... 14,521 57

Increase..... \$4,389 24

From January 1, to November 14,

1866..... \$723,886 35

Corresponding period of

1865..... 618,145 20

Increase..... \$105,741 15

Railroad Connections South.

A great many speeches have been made and many articles written on the subject of a direct railroad connection with the Southern States, *via* Knoxville; there seems, however, to be but little advance made in the construction of the iron pathway. The citizens of Cincinnati have for some time past been given to understand that the necessary franchise from the State of Kentucky, with a very small fragment of road, from Lexington to Nicholasville, together with the right of way for a considerable portion of the distance, and on some of which a large amount of work has been already done, was owned by a few of our large capitalists; they had even gone so far as to subscribe a large sum as bonus to be paid on the completion of the road. The pertinent question comes up, what has become of the project? Is it to be prosecuted to completion, or has it fallen into hands that will sacrifice the city's interests if they cannot make a "big thing" out of it? Many fears are entertained that the last is the case. The citizens of Cincinnati appreciate the importance of this enterprise, and need but a feasible project to induce them to liberally aid in its construction. Will not the gentlemen "in the ring" have the goodness to remove the mystery that hangs over it, and let the public have more full information. It will be seen by the following from the *Louisville Democrat*, that while the city of Cincinnati is as it were drugged into stupid inactivity, that her competitors for this valuable trade are awake and doing.

"Some time since an ordinance (which has been published in our paper) was introduced in the General Council authorizing the issue of \$1,000,000 in city bonds, the amount to be raised by a special tax, for the extension of the Lebanon Branch Railroad to the State line, in the direction of Knoxville, Tennessee, which was passed by the Lower Board and sent to the Upper Board for their ratification. In the Upper Board a number of amendments were offered, and when the ordinance was called up last night in that Board a resolution was offered by Mr. Baxter, that one from the Upper Board and two from the Lower Board be appointed, together with the Commissioners of the Sinking Fund, as a committee to investigate as to the propriety of employing the money of the sinking fund for the completion of the road instead of levying a tax on the people, which committee is to report at the next meeting of the Council. R. F. Baird, Esq., was appointed from the Board of Aldermen, and Messrs. J. W. Barr and W. H. Dulaney from the Board of Common Council. The completion of this road to Knoxville is of vital interest to the future prosperity and growth of our city, and it is to be hoped that the committee will report without delay, and that the General Council will take immediate action on the same."

Work on the Knoxville and Kentucky Railroad is being pushed forward with energy.

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

TESTIMONY OF RICHARD WILSON.

Q. What is your occupation?

A. I am an accountant; have been for about thirty years.

Q. What connection have you had with the accounts and business of the Cincinnati, Hamilton & Dayton Railroad Company, in connection with the Great Eastern Dispatch?

A. I was engaged to examine their accounts by a committee of inquiry—a special committee of the stockholders of the C. H. & D. Railroad. My inquiry was limited to the last six months, ending December 31, 1865, and to freight from Toledo to Cincinnati. I know nothing about freights from Cincinnati to Toledo.

Q. State whether you have fully examined all the shipments made over that road from Toledo to Cincinnati, during that time?

A. I have. I have examined and copied the waybill book of all freight passing from Toledo to Cincinnati, by the D. & M. and H. & D. Roads, during the six months beginning July 1, 1865, and ending December 31, of the same year. I made a list of the number of cars coming by the Great Eastern Dispatch, and also those coming independent of the Dispatch. It includes only the freight coming to Cincinnati; does not embrace anything sent from Cincinnati.

Q. State the number of cars each month, during the period of your examination, loaded with freight, billed by the Great Eastern Dispatch, and the number loaded with freight not billed by the Dispatch, and state the classes of freight generally contained in each class of cars, and the weights thereof in average or aggregate?

A. The following table, carefully compiled from the waybill book, shows the number of cars loaded with freight and hauled from Toledo to Cincinnati of both classes. The table is perfectly accurate. The weight of Dispatch freight I had no means of ascertaining it, not being shown in the book I examined, and no report being made to the railroad company. The highest number of cars shipped to Great Eastern Dispatch on any one day was 49, the number to railroads on the same day, 12. The lowest number received in the month of November in any one day for the Dispatch was 19. The highest number for the railroad on any one day was 12. I observed that the freight of the railroad was almost exclusively lumber, fourth class freight, whilst that of the Dispatch was mixed—full half of it being higher class freights, the lowest rate of which is double the rate of fourth class freight. The aggregate receipt of the road from the dispatch freight was \$84,574 25. The aggregate receipt of the road from its own freight was \$63,784 95. The average rate per car received by the railroad company from the Great Eastern Dispatch was \$3.228. The average receipt per car for freight shipped under its own control was \$4.205, derived mainly from fourth class freight. The average weight of these cars, including 157 cars which were only partially loaded, was 17,320 pounds.

Q. What was the average of cars fully loaded?

A. I apprehend, as near as possible, 17,500 lbs., but I can only approximate.

Q. If all the cars had been freighted with that average, what would have been the re-

The gross receipts for the half year amount to £343,162 7s. 5d., against £284,565 7s. 7d., showing an increase of £58,596 19s. 10d., while the working expenses, exclusive of taxes, insurance, and suspension bridge rent, are 41.47 per cent., against 43.98, showing a decrease of 2.51 per cent. The receipts show an increase in all branches of traffic, but

more especially in local passenger and local freight. The through freight would undoubtedly have been larger, but for the efforts which have been made to secure traffic between the Eastern and Western States by the running of freight cars through without change between Chicago, New York and Boston, via the Lake Shore, New York Central and Pennsylvania routes. The through business, moreover, has been generally light, and this rendered competition more active, and produced lower rates than those obtained the previous half year. Having in view the termination of the Reciprocity Treaty on the 17th March last, and the disturbance to business consequent upon the Fenian raid at the commencement of June, the satisfactory results of the past half year's traffic and the economical manner in which the railway has been managed are especially gratifying. The whole of the rails, fish plates and fastenings required for the narrow gauge track have been shipped to Canada. The iron car ferry boat has been launched. The completion of the narrow gauge track between suspension bridge and Windsor, and of the iron ferry boat for the transport of cars across the Detroit River, will undoubtedly place the Great Western Company in a most advantageous position. It is also obvious that while it will promote the through traffic between the Western and Eastern States of America, it will likewise be the means of affording facilities for trade between the States and Canada and the Lower Provinces. The matters so long in dispute between the Commercial Bank of Canada and this company have not yet been finally adjusted, but the main points of the arrangement have been concluded. All litigation has ceased, and this company's cash account has been reopened at that bank. The Directors regret to announce that a disastrous fire consumed the Detroit terminus of the Detroit and Milwaukee Railroad, on the night of the 26th of April last, by which buildings, rolling stock and merchandise, to a considerable amount, were destroyed. The portion to be borne by this company, after a careful inquiry, is estimated at £19,520, of which about £7,200 will be repaid the Great Western Company by the insurance companies with whom policies were open, and there has also been applied thereto the sum of about £3,700, which stood at the credit of insurance fund account. The sum of £940 19s, being the amount of claims which have been made and settled during the half year, in addition to the above, appears in the revenue accounts, and the balance, when adjusted and paid, will have to be dealt with in a similar manner. The loss to the Detroit and Milwaukee Railroad from this fire is estimated at £30,000, and to prevent inconvenience from this loss, as well as to provide funds for further outlay on capital account for the purposes of the line, a resolution will be proposed to authorize the Detroit and Milwaukee Company to borrow in America and for a limited period a sum not exceeding \$350,000 or £70,000 on security, which will take precedence for interest of the Great Western claim upon the Detroit and Milwaukee revenue. It is hoped that the sum thus borrowed will be paid out of the revenue earnings of that company at an early date. The traffic receipts of the Detroit and Milwaukee Railroad for the half year ending June 30th last, amounted to £150,653, against £147,870 for the corresponding period of 1865, and against £119,567 for 1864.

Signed,

On behalf of the Board of Directors,
THOMAS DAKIN, *President*.

London, Sept. 28, 1866.

Cincinnati & Indianapolis (Junction) Railroad.

The work on this great central route between Cincinnati and Indianapolis is progressing rapidly, and by the 15th of December the cars will be running to Rushville—half a month in advance of the contract time. The completed miles of this road will then be as follows:

Hamilton to Connersville.....	42 miles.
Branch to Cambridge City.....	12 "
Connersville to Rushville.....	18 "

Total 72 "

Work on the main line from Rushville to Indianapolis will be pushed vigorously forward and the expectation is that it will be completed by the 1st of September, 1867. In order to secure the means for this portion of the road, and for the equipments that will be necessary on the completion of the entire line, the company have placed upon the market an additional amount of seven per cent. first and only mortgage bonds, which, for the present, are offered at 75c. on the dollar. The mortgage on the entire main line of 98 miles, is \$1,200,000. Of this \$665,000 have been sold, and are outstanding at this date, in addition to which \$190,000 have been subscribed for and will be delivered as the money may be required in the building of the road. This leaves \$355,000 of the main line bonds to be disposed of. There are besides \$220,000 of first mortgage bonds on the branch road, belonging to the Junction Company, which are available, for sale, making altogether \$575,000 still available. The proceeds will be sufficient to complete and equip the road. When completed, the road and its branches will be as follows;

	Miles.
Hamilton to Indianapolis.....	98
Connersville to New Castle.....	25

Total 123

The total bonded debt will be	
Main line.....	\$1,200,000
Branch.....	250,000

Total..... \$1,450,000

The interest on this, at 7 per cent., would be \$101,500. The road is now earning, on 54 miles—42 main line and 12 of branch line—\$200,000 gross per annum. The completion of the road to Rushville will, it is estimated, increase the gross earnings to \$300,000. The net earnings would therefore be sufficient on this portion of the road to pay the interest on the entire bonded debt. When fully completed there can, therefore, be no question of the ability of the company to pay the interests on its bonds. This is the point of interest for bondholders.

The road when completed, will be represented as follows:

Bonded debt.....	\$1,450,000
Preferred stock.....	1,200,000
Common stock.....	1,800,000

Total cost..... \$4,450,000

This would be in round numbers, \$36,000 per mile, of which not quite \$12,000 per mile would be represented in bonds, being a little less than one-third the cost of the road fully completed and equipped.

We have heretofore spoken of the superior character of the country through which this road passes. It may be said to be the garden of Indiana. This will insure a large local business from the first, and a constant growth for all time.

To Cincinnati this road is of vast importance, opening up to, and bringing into close connection with our market, a country unsurpassed in regard to agricultural resources, and susceptible of maintaining an immense population.

The facts we have given will show the capitalist that a safer investment is not offered than the 7 per cent. bonds of the company. As soon as the road shall be completed, and it become known as one of the railroads of the West, these bonds will at once rank as a first-class security.—*Cin. Gaz.*

Ohio and Mississippi Railroad.

The reorganization of the Ohio and Mississippi Railroad, says the *N. Y. Tribune* "includes an extension of the property and magnitude, but calculated to largely increase its value. It is proposed to lay a third rail, thus placing the Company in closer connection with neighboring roads, and by building a new road, the 'Illinois Southern,' to Cairo from Vincennes, 150 miles. It is proposed to form a new company, called the Cincinnati and South-Western Railroad Company, to operate the proposed narrow gauge road from Cincinnati to its new southern termini. The Ohio and Mississippi Road to maintain its own road and property; but the third rail is to be put down and maintained by the Cincinnati and South-Western Roads. All local traffic between Cincinnati and Vincennes to belong to the Ohio and Mississippi Road, but when done by the Cincinnati and South-Western Road, shall pay 60 per cent. of the gross earnings to the Ohio and Mississippi. Ten per cent. of all traffic by the Chicago and South-Western Road over the road of the Ohio and Mississippi Road to be paid to the latter. The Cincinnati and South-Western Road is to be a corporation of ten millions of stock, of which the holders of Ohio and Mississippi certificates are to be allowed to take prior to April 1, 1867, \$9,000,000, at \$25 cash for each \$100 of full paid stock, to each holder of \$150 of Preferred Certificates, and \$35 cash for each \$100 of full paid stock to each holder of \$300 of common certificates. The rest of the stock to be used for construction. The holders of 'Trustees' Certificates—owners virtually of the Ohio and Mississippi Road—have now a right and power to accomplish this arrangement, which may be extinct or inadequate when the Ohio and Mississippi Company's affairs shall be reorganized. It is assumed and believed—

First. That the Ohio and Mississippi Company, as proposed to be reorganized, will be largely and permanently benefited in its business, connections and net receipts by the consummation of this plan.

Second. That the Cincinnati and South-Western Company will have a business value per mile equal to that of the Ohio and Mississippi, and prospectively superior to that of most Western roads.

Third. That the cost of maintaining and operating the Ohio and Mississippi Road will not be materially increased.

Fourth. That the cost of maintaining and operating the Cincinnati and South-Western Road will be far below other Western roads per mile, 200 miles of its road, except third rail, being maintained by the Ohio and Mississippi Company.

Fifth. That the present current value of the Ohio and Mississippi property, estimated by the market value of the Certificates, viz.,

about \$40,000 per mile, is much less than its intrinsic value.

Sixth. That the rights, etc., of the Cincinnati and South Western Company, between Cincinnati and Vincennes, are practically equally valuable; that is, \$40,000 per mile—less say \$10,000 per mile requisite to be expended thereon for third rail and rolling stock, giving net value \$6,000,000.

Seventh. This net value becomes the personal property of the certificate holders by their rights to subscribe for shares in the Cincinnati and South Western Company, declared to be paid up in the aggregate to that amount, viz.: \$5,950,000.

Eighth. That as the aforesaid estimated current value of the Ohio and Mississippi Road, \$40,000 per mile, say \$13,600,000, includes its Mortgage Bonds (\$3,600,000); the balance (\$10,000,000) represents the current value of the stock interest when reorganized; hence the plan proposed adds intrinsically (see paragraph 6) 60 per cent. to the value of such stock interest, or such available value as the Cincinnati and South Western Company shares will command in the market when understood and appreciated.

Ninth. That the money required to complete the enterprise, say \$6,500,000, will be obtained:

From mortgage bonds on Illinois	
Southern Division	\$3,000,000
From local subscriptions on that	
line of the surplus shares of C.	
and S. W. Co. stock	1,000,000
From assessments of unpaid bal-	
ances on shares to be taken un-	
der 'rights to subscribe'	2,500,000

Total..... \$6,950,000

Tenth. That the Cincinnati and South Western Company will have at least 400 miles of road:

Represented by stock	\$10,000,000
Represented by mortgage	3,000,000

Total..... \$13,000,000

Average per mile, \$32,500.

Eleventh. That the enterprise will be highly beneficial and remunerative to all certificate holders who participate in and complete it; and to those who prefer more immediately to realize, it affords a net gain of what shall be the current value of their 'rights to subscribe' for the shares of the Cincinnati and South Western Company."

The Cincinnati, Madison and New Albany Railroad.

More than a year ago this Company was organized, the route surveyed, and profile and estimates made. The proposed road begins at Lawrenceburg (connecting with the Indianapolis & Cincinnati Railroad), and follows the north bank of the Ohio river through Aurora, Rising Sun, Patriot, Vevay, Madison, Jeffersonville, and terminates at New Albany.

The survey shows the line to be cheap and practicable. The river has a uniform surface, and is intersected only by small streams. No bridge will be required with a span exceeding one hundred and fifty feet; not a single tunnel need be made; the deepest cuts are through gravel banks, and the timber and stone are found in abundance where they will have to be used.

This road can be cheaply and quickly constructed by using the river to convey iron and railroad stores to the points where they will be wanted. Its length is about 102 miles,

and its estimated cost \$3,000,000. It is no speculative project, but has grown out of the necessities of the country through which it is proposed to be run. Its friends have not thought to enlist other roads in its favor, but rather preferred to try their local strength in raising sufficient means to insure its construction.

It is true that they have obtained the opinions of the leading railroad men in the West as to whether the road would pay when built, and those opinions are unanimously favorable. In other words, the opinion of such men is that the road, if built at a fair cost, will be one of the best paying roads in the West. Several of them have backed their opinions by taking stock in it. The effort now is to get subscriptions along the line, and so far the friends of the enterprise have good reasons to be satisfied with the prospect.

The country through which it passes has fallen back in the march of improvement, because travel has sought other and more rapid routes than the Ohio river, and therefore we must have other facilities for travel than we now possess, if we do not intend to remain behind.

Other parts of Indiana have in the past twelve years rapidly increased in wealth and population, because of railroads. If we can have new railroads, there will be nothing to prevent equal progress in the Valley of the Ohio.—*Madison Courier.*

Important Decision in a Railroad Case.

SUPERIOR COURT.

GENERAL TERM.—The National Bank of Greenfield vs. The Marietta & Cincinnati Railroad Company. Judge Storer announced the opinion. The case was reserved from Special Term, upon the pleadings, a demurrer having been filed to the petition. As stated in a former report, the plaintiff intrusted \$4,000 to the care of Thomas G. McElroy, to be carried from Greenfield to Cincinnati. Mr. E., with the money upon his person, took passage on the defendant's train. While attempting to pass over Lee's creek the bridge gave way, the cars fell through and McE. was killed, and his body, with the money in his possession, was consumed by fire, caused by the overturning of the stoves.

It was charged that the accident was the result of neglect on the part of the defendants, in not providing a safe and sufficient bridge, as well as a want of proper caution in attempting to pass over it without first ascertaining whether it was secure.

On these facts two propositions are made by the defendants. First, that if the action can be maintained at all, it should be brought in the name of McElroy's representatives.—Secondly, whether on the facts alleged any recovery can be had for the loss of the package.

The Court had no difficulty in deciding the first proposition for the plaintiff. It is well settled that the bailee as well as the bailor may maintain an action for the loss of property in the possession of the latter. Either may have replevin or trover against a wrong doer; and even in case the chattle is stolen the indictment may charge ownership to be in either. No exclusive right is transferred to the carrier, or consignee, when merchandise is delivered for transportation or sale; it is only qualified, and the possession may at any time be resumed by the original owner, subject to any intermediate lien for freight, storage, or commission.

The second question must depend upon the relation the defendants sustained to the owners of the package at the time of its loss.

When a person takes passage on a stage-coach, steamboat or railroad car, there is an implied contract with him that his baggage shall be transported safely. It is a part of the obligation the carriers assume by the payment of the passage money; but what constitutes baggage becomes an important question.—There can be no doubt that money, apparel, personal ornaments, to a limited extent, and other articles of a useful kind, depending upon the duration of the voyage or trip, may be included in the term, to be regulated however, by the circumstances of each case; but it is well settled that money is not to be classed as baggage, unless it is confined to a sum sufficient for traveling expenses. Merchandise can not be covered by the bailment. This principle is expressly decided in numerous English and American cases which need not be referred to, as our Supreme Court, in 10th Ohio, 150, Jones vs. Voorhees, has authoritatively settled the point.

If the money lost by the plaintiff had been deposited in the passenger's trunk their would seem to be no difficulty in holding that the defendants could not be held liable, nor should the case be otherwise where the money is carried on the person.

The foundation of the carrier's contract is the delivery of the bailment to his care, and the knowledge imparted to him that merchandise or money, other than traveling expenses, are at risk; and a bailee at the inception of his agreement has the right to know the extent of his liability for the valuables he transports; else he might be charged with the loss of property to an indefinite amount, for the conveyance of which he has received no compensation, and of which, perhaps, he would not have consented to be the carrier had its nature and value been disclosed.

It is true that when merchandise only is to be carried, the bailor need not state its description of value, unless asked to do so by the bailee; but if fraud or carelessness exists, the rule is changed.

The counsel for plaintiff does not really place the right to recover upon any contract which creates a positive duty on the part of the carrier; but they were asked in the pleadings to hold the defendants for not safely transporting an individual who had taken passage on their cars, who had on his person a large sum of money. The distinction can not be sustained. If the defendants are not to be held upon their legal liability as carriers, they are not to be made responsible to the plaintiffs for the loss they have sustained.

As it is very clear the defendants would not be answerable for the loss of the money, on their contract to transport the passenger who had it upon his person, if it was his own, there can be no liability to any third person who may have intrusted a large amount of money to that passenger to be carried and delivered at the end of the transit.

Demurrer sustained.

By analysis of mining expenses in Nova Scotia, it is found that all the expense of mining and treating the ore, where a vein is of fair width, can be reckoned at \$7 per ton; the gold averaging \$20 per ounce (of 20 dwts.) gives all over 7 dwts. per ton, as profit.

It is stated that the railroad from Lake Superior to Hudson, on the St. Croix River, and thence to St. Paul, Minnesota, is to be built immediately.

Sir Morton Peto.

That Sir Morton Peto always entertained honest purposes and convictions will ever be believed by the great bulk of Americans, while at the same time they regret and condemn the practice of "doing evil, that good may follow." It is an "hidden quicksand" on which many a "good man" has been "founded," and that, too, frequently by the direct instrumentality of those who received the benefits of their benevolent designs. The charges against Sir Morton do not appear to be sustained. There was, however, considerable "financiering" done—an operation which has invariably resulted in this country as well as in England, in ruin both to the railroad and the "financier" of which many examples might be given, but we deem it unnecessary. The *New York Commercial Advertiser* says:

The financial embarrassments of the London, Chatham & Dover Railway Company of England, ended in the revelation of financial operations which are anything but creditable to some of old John Bull's children. The parties in interest held a meeting on the 12th October to receive the report of a committee appointed at a previous meeting to investigate the facts of the case and the actual condition of the Company.

This report contained severe animadversions on Sir Morton Peto, whose house had taken the contract for the Metropolitan Extension of the line, which includes the bridge across the Thames, and placed the London, Chatham & Dover Railway in communication with the lines running north and west.

To meet these charges and allegations Sir Morton Peto, in the most manly and straightforward manner, called a public meeting, at Bristol, of the several gentlemen who formed the various committees for conducting his late election to Parliament for that city, and gave them explanations as to his connection with the affairs of the London, Chatham & Dover Railway; and we must say, that to us, his statement of facts, supported by documentary evidence, greatly diminishes, if it does not entirely clear him, of the serious charges brought against his integrity and honor.

The main allegations made in the report to the stockholders, were:

First. That the public were induced to subscribe £356,000 of debentures upon the unreal pretence that Messrs. Peto & Co. had paid to the London, Chatham & Dover Railway Company £429,700, when that firm had not paid one farthing.

Second. That Messrs. Peto & Co. had over issued debentures, or bonds, of the Company.

In answer to these charges, Sir Morton Peto stated that after his house had taken the contract, and had progressed with the work, the finances of the company became embarrassed, and he was called in to aid the Finance Committee in suggesting plans to extricate the company from its embarrassments. At that time its ordinary share capital was only £700,000—£800,000 of third preference stock, which the company had authority to create, they had never been able to issue at all. Sir Morton Peto advised the Committee to create £1,500,000 of ordinary stock, and raise £500,000 by debentures, so as to pay off the floating debt, which took precedence of everything else.

This advice was adopted, and the new shares and debentures were issued under the advice and in the manner recommended by Messrs. Freshfield & Newman, who are the solicitors of the Bank of England as well as that of the London, Chatham & Dover Railway Company. If there were any legal irregularities in these issues, Sir Morton Peto claims that they should be laid at the door of Mr. Newman, under whose advice the company acted, and not at his own, as he employed no counsel in his transactions with the company. He says the subscription list for this new stock was obtained "in the same way that hundreds of other subscription lists were obtained."

As to the charge that the debentures had been issued without the capital being paid in upon the £1,500,000 of new stock, Sir Morton Peto showed that the money obtained by the hypothecation of this stock (eventually sold at £27 10s. to pay the advances) was applied by him to take up £1,275,950 of what are called Lloyd's Bonds, being the form given to a portion of the floating debt so as to secure its precedence over all other claims against the company, and he exhibited the receipt of the accountant of the company for these bonds as received from him. "The stock which was placed in his own name at the request of the Board, was returned to the company on the suspension of Sir M. Peto, intact and whole, without anything borrowed on it."

In regard to the debentures, Sir M. Peto exhibited a letter from the accountant of the company, showing that a check had been drawn, payable to Messrs. Peto & Co., for £429,700, which was to be given them on account of their contracts, they giving to the Company checks for a similar amount on account of the new shares. Upon taking these checks to Mr. Newman, he stated that they were unnecessary, the exchange of receipts being quite sufficient, without exchanging checks.

And after this Mr. Newman sent a gentleman from his office to accompany the accountant of the company to a magistrate to obtain the certificate to enable the issue of the debentures.

As to the question of over issues of debentures, Sir M. Peto stated that, in his own opinion and in that of Mr. Maynard, the solicitor to his estate, there had been, legally, no over issue of debentures. Sir M. Peto's firm borrowed for the Railway Company, of a financial company, £200,000, and gave their own notes for this loan, accompanied by securities of their own; but it was agreed that, on the passing of the act then before Parliament, authorizing the issue of debentures, the "forms" of the debentures should be deposited with the financial company. On the passing of the act these debentures were so deposited, over and above the securities and notes of the firm. Of that £200,000 not a single shilling was received by either Sir M. Peto or his firm. It passed from the financial company to the London, Chatham & Dover Company, and was applied by the latter to the purchase of lands for the Metropolitan City Line. He, Sir M. Peto had previously borrowed for the Company £500,000, and had given his own securities for it, and the whole of this money was also applied to the purchase of lands for the railway.

In answer to queries addressed to him, Sir M. Peto stated:

"That the documents which, as he explained, were deposited with the Financial Company were simply forms not filled up, not

having the coupons attached, and not placed on the register of the Company. As he read to them, Mr. Newman stated they had not the force of a statutory document, but they had merely the force of showing the indebtedness of the Railway Company to himself, who had already given the Financial Company other legal securities for the advance. Consequently, Mr. Maynard's opinion was that there had not been any legal over issue of any kind, inasmuch as they were not documents which were in force as against the Company. If those facts had been put in the report of the Committee of Investigation, everybody would have understood it, and a great deal of anxiety to his friends and others would have been saved."

**Telegraph Companies Common Carriers.—
Damages for Non-Delivery of a Message.**

A suit of some interest was tried recently in the Court of Common Pleas of Lancaster County Penn., it being that of *M. G. Wrenger vs. The United States Telegraph Company*. The *Lancaster Intelligencer* says: "The question at issue involved the rights and liabilities of telegraph companies, the law regulating these cases being somewhat uncertain, inasmuch as there were very few, if any, tried in this State, and none we believe, in this county. The main features of this case were these: On the 10th day of October, 1864, the plaintiff then a dealer in stocks, ordered through his agent, GEORGE K. REED, of the firm of REED, McGRANN & Co., bankers of this city, the purchase of 50 shares of Northwestern and 50 shares of Prairie du Chien Railroad stock. Mr. REED immediately called at the business office of the Company, left the dispatch paid for its transmission to the firm of WILLIAM & J. O'BRIEN, bankers No 58 Wall street, New York, with whom REED, McGRANN & Co. did their business. The latter, according to custom, duplicated the order by letter, in which they referred to the telegram sent. The letter arrived in due course, on the following day, but the telegram never reached New York. Mr. PORTS, the operator here, testified that on inquiry he could only trace it to Philadelphia. It appears that the Messrs. O'BRIEN did not act upon the letter, because they supposed the order had reference to another transaction, and probably required explanation."

During the several days consumed in the effort to buy and to find out where the mistake rested, stocks advanced in price. The order, however was filled on the 13th of October, in pursuance of another telegram sent through this or the other Company, but at an advance of about \$462.50 more than the stocks could have been purchased on the 10th, to recover which difference the suit was brought. The Court, Judge HAYES, substantially charged the jury that the defendant was a "common carrier;" that as such it was responsible in damages for the non-delivery in this case of telegram sent or ordered so; and that the measure of damages was the difference between what the stocks could have been bought for on the 10th of October and what they cost on the 13th, when the purchase was made. The jury found a verdict for the plaintiff for \$486.60 and costs."

The following gentlemen have been elected directors of the Vermont and Canada Railroad for the ensuing year: Lucius B. Peck, Edward Blake, John Porter, W. C. Smith, B. P. Cheney, and Samuel Atherton.

Immigration.

The influx of foreign population during the course of this year shows a very gratifying increase. The number of arrivals registered at Castle Garden, from January 1st to the end of October, is 202,440, against 156,151 for the same period of last year—a rate of influx which equals the most active years of immigration. It is deserving of note that a very marked change has occurred in the nationality of the population arriving here. A comparatively small portion of the increase occurs in the arrivals from Ireland, the gain upon last year being only about 5 per cent., while in English emigrants there is an increase of 30 per cent., and in German of about 40 per cent. The following comparison shows the number of arrivals, to the close of October, from these countries:

	For 1866.	For 1865.
Ireland.....	62,145	59,876
Germany.....	86,461	61,242
England.....	31,063	22,843
	179,669	143,983

This large increase of emigrants from England may be due partially to the commercial depression consequent upon the late panic, and perhaps still more to the demand for skilled labor in this country naturally succeeding the losses of population occasioned by the war. The war in Germany, by having developed conspicuously the severity of the Prussian military system, as well as by having produced a stagnation of business, has naturally induced an increased efflux of population toward the Western Continent. The fact that Ireland has not increased her quota in the same ratio as other countries would seem to be due very much to the fact that the condition of the working classes in that country, is now in a steady course of improvement, the large depletion of laborers having produced a reaction in favor of wages.

This influx of new population will do more than is generally imagined toward recuperating the country from the effects of war. The emigrants will, on the one hand, be liberal producers, and on the other economical consumers; so that they will leave a surplus of production over consumption to go toward mitigating the evils of high prices.

For the year 1866, the aggregate gold and silver product of the United States is estimated from \$82,000,000 to \$106,000,000. The details of the largest estimate are, that California will produce \$25,000,000; Montana, \$18,000,000; Nevada, \$16,000,000; Idaho, \$17,000,000; Oregon, \$8,000,000; Colorado, \$17,000,000, and various other sources, \$5,000,000; total, \$106,000,000.

A line of road is being constructed from Farmington, forty miles west from Keokuk, and on the Des Moines Valley Railroad to Nebraska City, on the Missouri River. It will be 208 miles long. Work has been commenced at both ends, and it is expected to lay several miles of track from Nebraska City before the winter. From Farmington west for 100 miles the route is nearly graded, and will be ready for the iron in April next. The construction of the intermediate portion is expected to be the work of the summer of 1867.

The receipts of the Virginia Central Railroad for the past fiscal year were \$486,319 98.

MONETARY AND COMMERCIAL.

The condition of the money market has not materially changed since our last week's review. The demand for loans is not large nor urgent, the general inactivity in trade being such that there is not much call for money in a regular way, the great bulk of the demand being from parties who have been anticipating "big things," and have failed in their calculations. This class of borrowers is not large, and their wants are limited, but small as they may be, they will always find difficulty in obtaining all that they want. The truth is, our business community, as a general thing, are in good condition and able to carry their burdens, and if need be, to help each other. Many have been looking for a universal breaking up of commercial values, and a general panic in business, but with the great fact before us that the business community are out of debt, we cannot see that we are liable to such a calamity. The *Price Current* has the following sensible remarks on this subject.

"An impression is pretty general that speculation has been inflating the market for all articles, and that prices are mere fictions. If fancy stocks and the Chicago grain market are left out, there has not been a time in the history of the commerce of the country which has been freer from speculation than the last two years. The fact is, ever since the close of the war a general decline in prices has been looked for, and therefore merchants have bought sparingly and cautiously, so much so that the stocks of goods, at many times, have been inadequate to meet the demand. In short, business has been done on high conservative principles, and with little exception, there is not material to get up any general panic, excepting, as remarked last week, Mr. McCulloch should be unwise enough to attempt it by forcing specie payment, which can hardly be deemed possible."

That Mr. McCulloch will measurably contract the currency is to be expected, and indeed that power was granted to him by Congress, but he can only do so to a very limited extent. His present policy of calling in the government deposits from the banks, can produce but temporary inconvenience, as it does not detract from the material wealth of the country.

The New York gold market has been dull, and prices are materially lower. The fluctuations during the week have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Nov. 15.....	141 $\frac{3}{4}$	143 $\frac{3}{4}$	141 $\frac{3}{4}$	144 $\frac{3}{4}$
" 16.....	141 $\frac{3}{4}$	143 $\frac{3}{4}$	142 $\frac{3}{4}$	143 $\frac{3}{4}$
" 17.....	142 $\frac{3}{4}$	142 $\frac{3}{4}$	141 $\frac{3}{4}$	141 $\frac{3}{4}$
" 18.....	141	141	140	139 $\frac{3}{4}$
" 19.....	141 $\frac{1}{2}$	141 $\frac{1}{2}$	141	141 $\frac{1}{2}$
" 20.....	141 $\frac{1}{2}$	141	140 $\frac{3}{4}$	14
" 21.....	141	141		

Exchange during the week has not been in full supply, but at the close was more abundant. The quotations are:

	Buying.	Selling.
New York.....	1-10@50 dis.	par
Philadelphia.....	1-10@30 dis.	par
Boston.....	1-10@30 dis.	par
Gold.....	13 $\frac{3}{4}$	140 $\frac{3}{4}$
Silver.....	127@129	131

The condition of the New York market is shown by the following from the *Tribune* of Tuesday.

"Money is quoted on call at 5@7 per cent. the former on Government stocks. For new business the rate is 6, with a good supply. In commercial paper no change. Best bills pass at 6@7 per cent.

The Bank Statement shows a loss of \$5,392,134 in Legal Tenders, with a decrease in Deposits and Loans. The contraction is large, but the relative strength of the banks in legal tenders and specie is not materially changed.

Government stocks were lower, without exception. The 6s of 1881 fell $\frac{3}{4}$; old 5-20s, $\frac{1}{2}$; 5-20s of 1864, $\frac{3}{4}$; new 5-20s, $\frac{1}{2}$, and new issue of 1865, $\frac{3}{4}$; 10-40s fell $\frac{1}{2}$, and 7-30s $\frac{1}{2}$ per cent. In State stocks, no change of consequence. Missouri 6s rose $\frac{3}{4}$. In Railway bonds, no change. Speculative shares are much excited, and full prices paid upon the street. At the Board, the extreme advance was not sustained, but prices as compared with the morning sales of Saturday were in some cases 2 $\frac{3}{4}$ per cent. higher. Erie, Michigan Southern, and North-western common were leading favorites, and were taken freely by strong buyers. After the call prices were stronger, Atlantic Mail advancing to 106 bid; Erie, 78 $\frac{3}{4}$, and Michigan Southern to 81 $\frac{1}{2}$. The bank statement was known at an early hour, and was considered by operators for an advance as not unfavorable. At the Second Board gold bearing Government stocks were higher, with an advance in all the speculative shares. Canton rose $\frac{1}{2}$; Western Union, 1; Quicksilver, 1 $\frac{1}{2}$; Mariposa Preferred, 2 $\frac{1}{2}$; New York Central, 1 $\frac{1}{2}$; Erie, $\frac{3}{4}$, selling at 79 $\frac{3}{4}$; Hudson River, $\frac{1}{2}$; Reading, 1 $\frac{1}{2}$; Michigan Southern, $\frac{3}{4}$, selling at 81 $\frac{1}{2}$; Fort Wayne, 1 $\frac{1}{2}$; Illinois Central, 1; Cleveland and Pittsburgh, 1 $\frac{1}{2}$; Northwest-ern, $\frac{1}{2}$, and the Preferred, 1 $\frac{1}{2}$; Cleveland and Toledo, 2; Rhode Island, 1 $\frac{1}{2}$; Toledo and Wabash, 2; Alton and Terre Haute, 2; and Milwaukee and St. Paul, 1 $\frac{1}{2}$. The market closed firm as follows: New York Central, 108 $\frac{1}{2}$ @108 $\frac{3}{4}$; Erie, 78 $\frac{3}{4}$ @79; Reading, 114 $\frac{1}{2}$ @114 $\frac{3}{4}$; Michigan Southern, 73 $\frac{3}{4}$ @74; Cleveland and Pittsburgh, 87@87 $\frac{1}{2}$; Rhode Island, 101 $\frac{1}{2}$ @106 $\frac{1}{2}$; Northwestern, 52 $\frac{3}{4}$ @52 $\frac{1}{2}$; Fort Wayne, 73 $\frac{3}{4}$ @74; Prairie du Chien, 7@14; Ohio and Mississippi Central, 30@30 $\frac{1}{2}$.

THE SAND PATCH TUNNEL on the Pittsburgh & Connelville Railroad is at last cut through. Its total length is 4750 feet, being 1900 feet more than the long tunnel on the Pennsylvania Central Railroad through the Alleghenies between Altoona and Cresson. It is intended for a double track, and is 22 ft. wide by 19 feet in height.

As Cincinnati is nearer in miles measured on a straight line, to Charleston than to New York, so also should it be nearer in running time, over a direct line of continuous railroad. Nor is the time very far off when the project of a railroad from Pennsylvania to Tennessee, west of the Alleghany mountains will be taken hold of in earnest, by great interests to be benefited by its construction.—*Phil. Mining Reg*

There are but four copper smelting works in the United States devoted exclusively to that business, viz: Boston, Mass.; Detroit, Mich.; Hancock, Lake Superior; Cleveland, Ohio.

VERY CHOICE :

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATIONa locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,wherever steam power is used ; as at Machine Shops -
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,

48 Dey Street,

NEW YORK

A FORTUNE IN ONE DAY!!**GREAT EXCITEMENT!****\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be dis-
tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trout brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
itively at the time appointed.**No Postponement to take place on any
consideration.**Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten, toJ. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

CHEAP

OIL LANDS

IN

Eastern Kentucky.**40,000 ACRES**

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON.WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.&M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS*Cambridge, Ind.***REFERENCES.**B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis.
[Aug. 2, 1867.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs, For Freight & Passenger Cars, Tenders, Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6 1/2 " " 35 " "			
3, 8 " " 11 " " 36 " "			
4, 8 " " 9 " " 35 " "			
5, 7 1/2 " " 6 1/2 " " 30 " "			
6, 10 " " 8 " " 40 " "			
7, 7 1/2 " " 8 " " 35 " "			

PHILIP S. JUSTICE, President
No. 14 N. Fifth St., Philadelphia.
17 St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River, 112

20 Miles above Chattanooga.

There are on the property:

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DR. COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

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H. P. Clough, Freight Agent, No. 80 West Fourth St.

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A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

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F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

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A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

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J. N. Kinney, General Freight Agent, East Front St. Depot.
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Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot.
H. P. Clough, Contracting Agent, No. 50 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House.
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

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Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

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Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
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Grand Trunk Railway, Canada.

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Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

NOV. 19, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 "	11:00 "
URBANA.....	2:45 P. M.	12:40 A. M.
GALLIEN.....	3:30 "	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:30 "	6:15 "
OLEAN.....	6:30 "	7:55 "
HORNELLSVILLE.....	8:47 "	0:30 "
CANTING.....	10:40 "	12:16 A. M.
KIMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:16 "
BI GHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	~:10 "
Trains leave NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

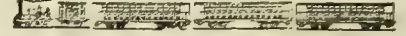
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 50 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 12:00 p. m. On Sundays, one Express Train at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12:10 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 7:30 p. m. Without change of cars from New York to Harrisburg.

5:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

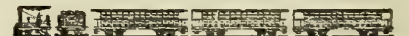
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M. 9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M. 4:30 P. M.
St. Louis & Chicago Ex.....	4:35 P. M. 12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

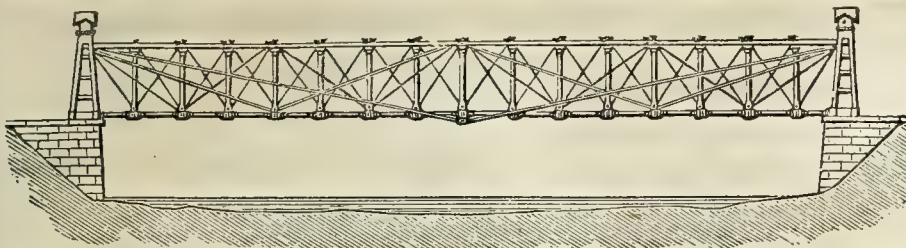
Accommodation Trains.

Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M. 5:05 A. M.
Harrison Accommodation.....	10:10 A. M. 2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

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M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN, ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

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AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

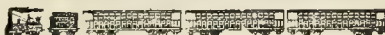
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

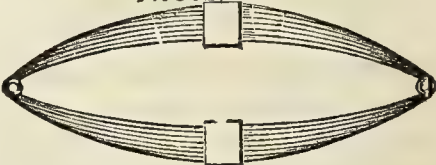
PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plan with or without axles.

WHEELS FITTED

o Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure *through tickets and through checks to WASHINGTON CITY.*

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 40 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.

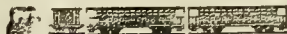
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis. Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE, General Ticket Agent.

C. B. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/2 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, NOVEMBER 29 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.	
One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express Mail.....	8:28 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail.....	8:30 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M. 9:50 A. M.
Loveland Accommodation.....	5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

The Extinguishment of the National Debt; How soon shall it be accomplished.

Nothing seems more absurd to us, than the crude ideas we see constantly thrown out in relation to the National Debt. Many intelligent people seem to think, that because the Debt is twenty times greater than we ever incurred before, and is in itself quite enormous, that therefore we shall have extreme difficulty in paying it, and that it must be delayed a great while. A little reflection will show that this is altogether a mistaken view. Everything on earth is *relative*. The magnitude of a debt, or of a work to be done is of no importance, if the means to pay or to do, are relatively as great. The present Debt of the United States is not relatively greater, than a tenth part of it would have been in 1790. Now, by looking back to 1790, we see how very easily a debt of two hundred and fifty millions at that time, would have been paid. It is equally easy now, if we only think so. Another thing which deceives many people, is the comparison they institute with the Debt of England. They see that the English war debt has not been paid, and that apparently, it will not be. Now this analogy is not correct at all. The English Debt is a third greater than ours, and the resources of England to pay it are not more than half as great. Why do we say this? It seems bold to say this; but, it is certainly true. Great Britain has not at this time, as many people by six millions, as the United States; and those people are but little more than half as productive. Machinery does a great deal more than it does in the United States; but individual labor does much less. For example, wages, whether estimated in gold or paper, are not more than half what they are in this country. The surplus money available to pay the National Debt is not more than half as great. Thus we see, that it may very well be, that England finds it difficult if not impossible to pay her debt, while the United States may very easily pay hers. In fact, the demonstration before us is complete and perfect. Here it is:

The changes in the form of our public debt, and the doings of the Treasury of the United States during the year, from the 1st of November, 1865, to the 1st of November, 1866, are shown in the subjoined comparative table:

	Nov. 1, 1865.	Nov. 1, 1866.	Dec.
U. S. 6s of 1867-8.....	\$18,323,591	\$16,033,742	\$2,289,849
Comp. int. notes.....	173,012,011	153,512,140	24,500,001
Temporary loan.....	99,107,746	.....	99,107,745
Certificates of ind.....	53,905,000	.....	53,905,000
One and two year 5 per cent notes.....	32,536,901	.....	32,536,901
U. S. notes, frac. and currency.....	454,218,038	418,186,195	26,031,844
7-30 Treasury notes.....	230,000,000	724,034,300	105,925,790
10-40 5 per cent bonds.....	172,770,100	172,669,300	1,100,800
Texas indemnity.....	760,000	.....	760,000
Total.....	.....	.....	\$358,150,830

			Increase:
6-20 6 per cent bonds.....	\$659,259,600	\$823,944,000	\$164,684,600
6s of 1881.....	265,317,400	9,822,000	18,393,350
Pacific R. R. 6s....	1,258,000	9,882,000	8,624,000

Total increase.....\$191,700,950

Cash on hand in 1865, \$67,694,687. It was on 1st November, \$130,326,961.

Thus we see, that short paper and temporary loans have been paid off to the amount of \$358,150,839, while the 6 per cent. bonds have been increased to the amount of \$191,700,950. Deducting the last, we find that the public debt has been in the year preceding the 1st of November, diminished \$166,449,889 (one hundred and sixty-six millions of dollars), thus proving that the public debt would actually be paid in *fifteen years*, if no more is done than has been in this year! But, this is not all. It was not till within the last eight months, that the extraordinary expenses of the army and navy ceased. It is only in the coming year, that we can fairly measure our ability to pay the debt in a brief time. Let us see what it is. The general revenue for the fiscal year ending June 30th, 1866, was in round numbers, \$550,000,000. This year, it will be very little from \$500,000,000. To be entirely within bounds, let us say, that the average annual income will be \$450,000,000. It is likely to be much more. But, let us put it at that. The appropriations made by Congress for this year, were under \$140,000,000. The average interest on the debt is \$120,000,000. Thus, we have in all \$260,000,000 to be subtracted from the revenue, which leaves \$190,000,000 per annum applicable to the National Debt. Assuming the present Debt at \$2,500,000,000, which it is very nearly, we see that the Debt would be paid in *thirteen years*; but, leave out of view the surplus gained by the decrease of interest, which amounts to \$11,000,000 per annum, so that the payments each year would be increased; and the first five years would present this result:

In 1867, paid.....	\$190,000,000
" 1868, ".....	201,000,000
" 1869, ".....	212,000,000
" 1870, ".....	223,000,000
" 1871, ".....	234,000,000

In five years paid.....\$1,060,000,000

Before the census of 1870 is published, a *thousand millions* of the public debt will be paid! In the next five years, the *whole* will be paid! And, in fact, this *must* be the result, unless one of two improbable events occur; that we are foolish enough to repeal the Internal Revenue tax, or are again involved in war—neither of which are likely to happen. We may, in two or three years more, diminish our taxes one hundred millions, so far as the decrease of *rates* go; but, we shall not then diminish the sum total of actual money received; for the *basis* of taxation is rapidly advancing. Every species of production is increasing very rapidly; and consequently, the basis on which taxes are levied

If then, no other extraordinary convulsion or war occurs very soon, we shall unquestionably pay off our National Debt in ten years, a fact which the world will believe to be nothing less than a political miracle, and to which no history can furnish a parallel.

There is one other idea connected with the payment of the National Debt, which is of great importance, and which before five years pass by, will probably astonish the nation. This is the return to active use of the capital locked up in the National Debt. For five years the available surpluses went into the National Bonds. It was quite curious to see how universally this was the case. School teachers, mechanics, merchants, single women, all classes of people who had any faith in their Government, bought Government securities, until near three thousand millions were thus locked up. This took so much capital from other investment. Houses annually built, greatly diminished; factories ceased to be erected; mortgages diminished; and what is called "enterprise" was everywhere sluggish. This was the principal, and altogether, the most important effect of the war on industry and growth. Now, we are to have all this precisely reversed. Building is already increasing; factories are building; new enterprises of all sorts are planned; and the wheels of society are beginning to turn with increased velocity. Let us now suppose, what in all probability will happen during the next ten years; two thousand five hundred millions of capital now locked-up, will return to the ordinary channels of enterprise, and we shall see with what extraordinary velocity all the operations of trade, mining, machinery and speculation will be put in motion! The return of capital even in the coming year, will be much greater than the contraction of currency; and people will be disappointed in not finding the shock of a diminished currency as great as they expected. It only requires a little prudence and a consistent regard to justice, to make the prosperity of this country permanent, and carry it safely through all the dangers to which a nation is exposed.

Receipts of the Western Union Railroad Company for the week ending November 21:

	1866.	1865.	Increase.
Freight.....	\$12,595 48	\$11,494 08	\$1,101 40
Passengers.....	3,612 50	3,172 91	439 59
Express.....	250 00	136 22	113 78
Mail.....	3,991	296 53	83 33
Totals.....	\$16,837 89	\$15,093 79	\$1,744 10

Receipts from January 1st, to November 21st,

1866.....	\$740,724 24
1865.....	633,238 99
Increase.....	\$107,485 25

The Lawrence Tribune announces that the success of the railroad to Galveston is now a fixed fact.

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

TESTIMONY OF ERASMUS GEST.

The following is the testimony in full of Mr. Erasmus Gest, given before Messrs. Bateman and Williamson, of the Ohio Senate:

Q. What is your present connection with the Cincinnati & Zanesville Railroad Company, and how long have you been connected with that road?

A. My present connection with the Cincinnati & Zanesville Railroad Company is that of President & General Superintendent. My first connection with the road was in a similar capacity, and as Receiver, commencing in July, 1856, and terminating in 1859. My present connection commenced in March, 1864.

Q. Has your road any contract with any fast freight lines, so called, or any express companies? If so, and they are in writing, please furnish copies; if not in writing, please state the terms of the agreement.

A. We have no contract with any fast freight lines or any express companies.

Q. Do you carry express matter on all your passenger trains? If not, state on which of them it is carried.

A. The Adams Express Company, by sufferance, have hitherto done the express business, using therefor a portion of the baggage car in the regular mail train, which passes over the road each way per day, and occasionally, when the matter to be moved required more room, an extra car.

Q. Do you permit small packages of goods, groceries, etc., to be carried on any of your passenger trains? If so on what ones, and to what extent do you allow such things to be carried?

A. Passengers are permitted to carry small parcels in hand into the cars without inquiry as to the contents, but are not, if the quantity or kind is such as might be termed "extra baggage" or "express matter." All matter is treated as freight or baggage.

Neither our practice nor rules require shipments to be made by express, or prevent shipping as freight, except it be money, jewels, articles of special value, of fragile character liable to injury, and gunpowder, or things composed of dangerous material, or articles in improper condition—the option being with the shipper.

Q. Have any of the officers, employees, or agents of your road any interest, direct or indirect, in any express company or fast freight line, or have any of them, to the best of your knowledge, had any within the last two years, if yea, was it a donation in whole or in part?

A. I have never had intimation of any officer, employee or agent of our road having pecuniary interest, direct or indirect, in any express company or "fast freight line," nor do I believe any one connected with the road has had, either before or "within the last two years, interest in such business."

Q. Do you remove every day all the local freight that is offered to your road? If not, why? And do you furnish all shippers of coal equal facilities?

A. We do substantially "remove every day all the local freight that is offered." There are periods, more or less extended during each year, when freight is brought in extraordinary quantities to the stations, and more

rapidly than we have equipment to move each day. For instance, during the hog season in winter, immediately following sudden, large advances of prices in breadstuffs and live stock, and during coal famines in Cincinnati. The road was originally supplied with more equipment than was actually necessary to the trade dependent upon it, if reasonably distributed over the whole year. As a rule, a material portion of the cars and engines for much of each year were lying idle or were detained on connecting roads. We are and have been specially desirous to furnish to all shippers of coal "equal facilities," and have done so, when the subject is fairly considered, but for some years past have not allotted cars specially to that trade, but have treated it as other freights or merchandise. Under these circumstances the coal trade has increased in quantity, been more regular and reliable, better distributed through the year, and paid a rate that covered some compensation for our service in attending to its transportation, which previously was not the case.

If, however, by coal shippers is meant any landowner or renter who has coal underlying his farm without capital of any amount worthy of mention invested in side tracks, entries, bins, appurtenances and cars, who only ship during periods of high prices, and who do not market their coal all the year round, and who cannot therefore usefully and profitably occupy our cars, then I answer, that our rolling stock being only sufficient for the ordinary healthy business of the road, we cannot furnish the regular shippers a less number of cars than their trade requires in order to accommodate these occasional dealers. The more constant shippers, by reason of the greater regularity of their trade, are entitled to their usual supply of cars against others; we do the best we can for the irregular shippers; we give them such cars as we can spare.

The distance of the mines on our road is so far from the markets that the expense of taking coal from our line to the larger portion of consumers is greater than the cost for coal that comes by the Ohio river. In addition, it is well to know that, excepting during periods of scarcity resulting from continued low water or ice in that stream, that the market is too limited to give profitable business to all persons who may enter it, especially when most of these owners may resume or suspend operations at their convenience only. Our road has taken great pains, and made large outlays for cars and in side tracks, frogs, switches, etc., at the coal mines on our line, with the hope to build up the trade, increase our freight revenue, and supply more coal to consumers. We are succeeding in this, we think, because of the steady increase of the trade during the past two years; and it is now, we believe, in a far healthier and more prosperous condition than ever before within the history of the road.

Q. What advantage are express companies, or fast freight lines, either to said roads or shippers, and how far can either be dispensed with, without prejudice either to said roads or shippers?

A. Express companies that are organized and conducted for the sole purpose of taking charge of moneys, valuables and articles such as require special personal supervision or care in safe keeping, handling, transmission and delivery, and will bear the extra cost attending such personal attention, custody and rapidity of transit, are of advantage to the public and to railroad companies. Their services could not well be performed by the

companies themselves. They are not, however, essential either to railroads, shippers, or the public, for transporting other articles; they cannot give greater dispatch nor make more prompt settlements in case of loss or damage.

Fast freight lines, or dispatch lines, are wholly unnecessary; they can do nothing of themselves to hasten forward merchandise, but are solely dependent upon the railroad companies for the extra merit they claim, as much as a suckling babe is upon its mother for sustenance. They are parasites to the proprietary interests of our railway property, and however disinterestedly gotten up, can not fail to reflect upon the integrity and competency of railroad managers. They necessarily enhance the cost and charges between the producer and consumer, and are therefore an additional cost to the shipper. Railroads are only common carriers, and as such should be prepared to receive and promptly dispatch without the intervention of a third party, the merchandise and property seeking transportation, leaving the question of route to the election of the shipper, even if the article is not to go over the whole line, or only part way to and over connecting or branch lines. The tendency of existing fast freight and dispatch lines, whether owned by individuals or a corporation made up of the managers of railway companies, is to build up powerful monopolies. They confine the carrying trade of the country through conventions of combining lines into a few railroads, overcrowding them and effectually subordinating all or nearly all that are outside to their imperious rule, forcing the lesser roads into bankruptcy or at least rendering them financial failures, as they will only have their local business to rely on, for which they must from necessity demand high rates, dispatch less promptly, or cease to do business. The history of railroads proves this. The interest of the public and that of the stockholders in railways are not in opposition. That of the first is to have their persons and property transported with the least personal inconvenience and cost, with the greatest safety and dispatch; while that of the stockholders is to have reasonable compensation for the services rendered, as well as their property protected by legislation against unreasonable exactions, so that the railroad they are interested in may continue to perform its functions freely, and without favor or impediment, either from individuals, associations, corporations or others.

Q. Would not Railroad Commissioners be useful both to railroads and the public, in compelling a strict adherence to tariff rates of freight, in promoting the safety of travel by compelling roads to keep their road in repair, and when in bad condition, in regulating the speed of trains, etc., and in various other ways?

A. I cannot well see how the appointment of railroad commissioners is to be of much use, if their duties are to be supervisory to an extent such as were foreshadowed by the legislative propositions of last winter. I will take the liberty to say that the creation of a Bureau of Statistics of Railways, under the direction of a competent man of integrity, having had practical railway experience, with an analytic mind, and clothed with proper power, might lead to beneficial results, because, through such an officer, facts would be developed that would soon educate the public mind, as well as instruct railway managers and stockholders, so that they would fully realize and appreciate the necessity of doing

all that is necessary to fully protect the public and themselves. The danger is, that a Board of Commissioners might degenerate into a piece of political machinery, seeking to control the vast patronage of railways for the corrupting purposes of political chicanery; whereas a Bureau of Statistics would so collate facts as to lead legislation in the right direction, and railway managers to see their true interests in faithfully serving the public, and in protecting the interests of stockholders instead of the favored few. If there is to be a Board of Commissioners, there should be such checks and balances thrown around them as to wholly remove the temptation of oppression, of corruption, of using their power for political purposes, the temptation to combine with the more powerful roads for the oppression or suppression of the weaker roads. To frame a law to prevent such evils, will, in my judgment, be almost, if not quite impossible.

Q. Does your road adhere strictly to the published tariff rates of freight? If not, under what circumstances do you vary from it, under what inducements, and do you employ agents to solicit freight? If so, where and how are they paid?

A. We substantially adhere to the published tariff rates of freight, and but rarely make radical changes in them. It sometimes occurs that a person has an unusually large lot of freight to move, and who desires a special rate. Such rates are, however, avoided by us as much as possible, and only made for sufficient reasons, applicable at the time to the particular case.

Owing to the great number of railways, in connection with the canals and natural highways of Ohio, there is a competition for business that substantially controls railroad tariffs and prevents railway managers from exacting unreasonable rates. There are but few roads in the State that secure a higher rate for moving freight than is necessary to cover the cost attending its transportation, including proper allowance for maintenance of property. Whatever profits such roads may derive is from their passenger traffic. The canals crossing our road create competition at several points, and our rates are regulated by the through rates of the roads to the north of us from Columbus. We employ no agents to solicit business, nor do we pay any commissions.

Q. Would not union ticket offices, in all large cities, be economical and equally useful both to the public and the road?

A. A Union ticket office located near the business centre of a large city; conducted on strictly impartial principles, and offering to all routes, whether terminating themselves in the city or not, equal facilities, would unquestionably be a convenience to those citizens and persons who procure tickets or information before going to the station, as well as be attended with less expense than the present unwise policy of bidding up rents to an exorbitant sum for some fancied location. In my opinion each railroad company should have all their general offices located under one roof in a central part of the city, and thus, the community would be as conveniently provided for by a ticket office in connection therewith. Such an office could be conducted with but little extra expense, and not so much as would attend that of a "Union Ticket Office."

Q. What is the cause of railroad accidents generally? What can be done to prevent or reduce them?

A. Railroad accidents are caused mainly

by imperfect or improper materials, by the low condition of roadway and rolling stock, by obstructions upon the track, and by forgetfulness or failure to obey some essential rule by an employee. Those from the first cause may be materially lessened by railway managers, dealing only with manufacturers of sterling integrity, and paying a price for the articles that will insure the best material; those from the second cause by managers accepting as a fact the truth that railway property can be operated and maintained during a series of years for the least money by keeping it at all times in high condition, that maximum economy is reached through good iron prepared in regular plane, round wheels, trucks and bodies of cars in good condition, with positive elasticity at all times intervening between the body and journal. The third can be materially lessened by enforcing the law making it unlawful for animals to run at large, and imposing penalties for its violation; also, making and imposing stringent laws against persons who negligently or willfully place obstructions on the track. The last cause of accidents cannot probably be removed, as the best and most careful minds are liable to err through momentary aberration. Some of the worst accidents have resulted from this cause, the offending parties being beyond question as to competency, care and trustworthiness. Human sagacity cannot provide wholly against this.

Q. What proportion of your business is through business?

A. Of the entire amount of freight moved eastward on our road one-sixtieth is through business, and of that moved westward one-twentieth.

Q. What does it cost per ton per mile to transport freight?

A. The statistics of the road prior to October, 1863, show the cost of moving freight to have averaged 2 94-100 cents per ton per mile. For the fiscal period ending with December, 1864, 3 47-100 cents, and for the year 1865, 4 16-100 cents per ton per mile.

In the figures thus stated, it may be well to remark, that the gross outlay of a railroad company for employees and materials consumed in managing, operating and maintaining its property, including salaries, commission and charges paid, even to the highest official, as well as federal and all other taxes upon the property indispensable to the use and operating of the road, should be chargeable, either to the passenger or freight department. Some roads may not pursue this correct rule. With this fully in mind, it may not be beyond the bounds of possibility to reconcile the statement recently made by the prominent official at the head of so many railways, viz: that the cost of transporting freight was "estimated" at "one-half to one and a half cents per mile per ton."

The Philadelphia & Reading Railway has probably the heaviest tonnage of any road in our country; the great bulk being anthracite coal, mainly transported in one direction to tide water. In that direction there is no ascending grade, nor in the opposite direction, excepting, I believe, only one that does not exceed twenty feet per mile. The article transported and the conditions thus stated are the most favorable to secure the lowest cost of transportation. The published report of that road for 1859 (the latest that I have at hand to refer to) shows the cost of moving coal to have been 55-100 of one cent per ton per mile, of merchandise 1 10-100 cents, and for moving passengers 1 48-100 cents per passenger per mile.

The roads of Ohio are almost without exception *undulating*, with grades in either direction to overcome, rising at 40 feet and upward per mile of three or more continuous miles, and in a few cases as high as 60 feet per mile. As a rule, the locomotives on the Ohio roads cannot be relied on to pull over seventeen cars loaded with nine tons of freight; whereas, the same engines would average probably four times that number over the Reading road.

The greatest cost attending the operating and maintaining of railways is the constant destruction of material and consumption of fuel that directly attends the mileage of engines and cars. This expense is also almost in direct proportion to the number of trains. The other outlays, however, are not so. Of this last class such as salaries of general officers, of foremen, of watchmen, of decay, of wooden structures and ties, station and water supply expenses, as well as State and municipal taxes, and injury by freshets and storms, besides many other incidental outlays of a kindred character, are almost the same whether the road is operated with one or a dozen trains each day. Therefore, the cost of moving a ton of freight on such a road as the Cincinnati & Zanesville, with its one train of each kind only per day, will be greater than on a road like the Little Miami, with its eight or nine trains each way in the same time, provided the skill and economy of management, as also all the elements making up railway expenditures, are the same. The correct deductions from these two facts are:

1st. That the cost of moving a ton of freight upon a road with a small amount of business is greater than on a road with a large amount of tariff, the other conditions being the same.

2d. That as the business of a road increases, the cost of doing it does not increase in proportion.

It therefore needs no further illustration or argument to prove that what may be a very *high* charge, or tariff, on one road would be upon another wholly insufficient, or be a very *low* rate.

The Philadelphia & Reading Railroad illustrates the cost of doing railway transportation under the most favorable circumstances, such as absence of grades in direction of its preponderating tonnage, in connection with such an enormous business, that it is not necessary for an engine to pass over the road excepting when loaded up to its maximum capacity; while on the other hand, the Cincinnati & Zanesville Railroad is an opposite illustration, as it has grades to overcome in either direction, and a business not even in amount sufficient to fully tax the capacity of a single engine in each service each way per day, and consequently its engines, as they necessarily pass over the road to give dispatch to its small amount of business, do not average much over half a load.

The majority of the Ohio roads bear the same relation in pecuniary results to their proprietary interests as the Cincinnati & Zanesville road does—the difference between them being more apparent than real. It is not believed that trains can be moved on any one of our more favorably situated Ohio roads at less cost than it is done over the others, or that a material difference exists in the cost of moving freights, etc.; if such exist, it is not attributable to the advantages of a line. It is believed that the tonnage upon the Ohio railroads actually averaged the several companies in cost during 1865 over three cents per ton per mile. By this we include

a cost in which a complete, full and faithful representation is taken into account of all the elements chargeable to that service. A system of accounting, in which new iron or any expenditure made to cover actual wear and tear of former years are charged to capital, as was done for over a quarter of million of dollars by an old but prominent road of Ohio in 1865, to enable that road "to put the track in fine running order," such a system might show a less cost per ton per mile, but would it not be deceptive? Some Ohio roads feel bound to protect their stock in the daily stock market in New York, and their public reports may be written with that object in view. They might also declare dividends from a similar policy. Roads situated as we are, feel under no such obligations, and have no reason to disguise the actual cost of freight and passengers to us.

Q. What are your views touching the relative rights between railroad companies and the public, and do any facts show that there is a real antagonism between railroads and the public?

A. The great fact that out of the enormous amount of money invested by persons as stockholders in the Ohio roads, but a small number have received interest upon their outlay, is a fact too true, and too important to be lightly treated by any fair minded person. It is worthy of the calmest consideration by our legislators, as it is the key to a correct understanding of the subject. The public mind should be disabused of many of its prejudices, and this can only be done by promulgation of the real facts in the case, and for that purpose I state,—

1st. That it is not true that the railways of Ohio are dangerous to travel, for they do substantially offer more facilities for the business of the country than should be reasonably asked of them.

2d. That it is untrue that they are making large profits, for they are not profitable investments to the proprietary interest.

3d. It is a false assumption that railroads are more beneficial to themselves than the people, for the people at large are far more benefited by them than those pecuniarily interested in them; the farmers especially have had the value of their farms greatly enhanced, and they are enabled to grow and market much larger crops; they realize from them much larger sums than they could do without railroads.

4th. It is a great mistake to assume that a country with as sparse a population as Ohio, does of itself offer sufficient business to pay interest on the actual cost of so many miles of road now in the State: on the contrary, there have been constructed far more roads in Ohio than can be profitably employed in doing the business of the State. Capitalists who believed otherwise have been deceived in their expectations. Hence it is true, that if they could undo their investments, not one-third of the lineal miles of roads now in Ohio would be kept up for investments' sake, and the fact cannot be got rid of, that if our farmers wanted railroad accommodation as mere Ohio men, they would have to put their hands in their pockets for the means or go without the improvements. Ohio gets cheap railroad travel and transportation *because it is a highway for other States.*

5th. I do not hesitate to say that all have a common interest in these works and are directly interested in their preservation and in sustaining them generously in this their infancy. They are not sufficiently matured nor strong enough to put them beyond the

danger of having to cease to exist. Once out of existence they will not easily be replaced. And whose loss will it be? Surely the agricultural interests would lose far more than the stockholding. I had occasion, in 1859, to spend some months in Great Britain and France, and passed over most of the roads in the former country, and in so doing traveled over more than one road with as bad iron as any road with which I am familiar in Ohio, and saw bridges of such defective construction that they had to be propped. Not a week passed by but what I heard railway officials mentioning smash ups and injury to persons, that I saw no mention of in the newspapers. So often did this occur that it excited my surprise, and I came to the conclusion that were the subjects of her Majesty so prone to rush into print as their American cousins, a very different impression would prevail in this country about English-Scotch Irish railways. My subsequent observations and experience have convinced me that no equal aggregate number of people as contained in Ohio, spread over so much surface, with a clay soil specially affected by the rigors of the seasons and materially adding to the expense and difficulty of keeping a road bed in proper order, get so prompt, complete, efficient, safe railway accommodations, for so little money, as the people of this State.

I am equally convinced that the great bulk of the complaints against the railroads of the State are either capiously made, or from misapprehension of the facts. The road which I represent has been operated over thirteen years, over six of which have been under my own administration. It is 132 miles in length. No passenger has ever been killed upon it, and I have no recollection of any one ever having been injured.

The heads of other Ohio railroads can probably say as much, and when taken in connection with the fact that railway trains are but ponderous masses of matter in combination with momentum passing constantly to and fro, liable at all hours to accidental or willfully placed obstructions, after passing over different mechanical constructions, it seems wonderful to one familiar with railway management that so few accidents occur.

I do not speak as an apologist. There is much that is incomplete and that I do not like about Ohio railroads, of which the road I represent is not an exception. These deficiencies are, however, far oftener the result of want of means than of willful neglect or incapacity. What our roads need is, first of all, adequate revenue, and then we can rapidly enforce a thorough police system that will enable the track to be seen and inspected immediately before the passage of each train.

The financial exigency and other circumstances, under which our railroads were constructed, brought into service a class of men peculiar in their character, with minds specially adapted to circumstances that have ceased to exist. Many of these men performed invaluable financial services, and there are roads in Ohio which would not be in existence had it not been for the untiring and herculean efforts of some single individual. Many of these men are still about our railways and continue to give direction or control to their policies. All of these men may not be exactly fitted for the present state of our railway system, but they are untiring in their efforts; they may have erred in their judgment or lack the peculiar talent necessary to the executive and mechanical duties required to be directed or supervised by their position.

To some of these men our State is under obligations that can never be required, and it is not right to charge their management with bad motives.

Q. What are your views about fencing railroads?

A. Accidents to railway property and persons by trains coming in contact with animals and their being injured and killed, and consequent loss to their owners, have attracted much attention, and from thence originated our recent legislation on railroad fencing; but it must be plain that there is more than one side to the question. Our floriculturists, horticulturists and agriculturists have interests in this besides pasturing and perpetuating useless fencing; in fact their interests lie in a contrary direction, and in the doing away with fences. Legislation should be put into written law what is found to be the true relative rights and duties of all concerned, and these relative rights and duties in this manner will, as I think, be found in prohibiting all animals from running at large, and thereby doing away with the onerous burden of fencing against cattle from the community at large.

Ohio is now, and will be daily more so, a great railroad highway between the east and west, and her Legislature has duties in this matter which it cannot avoid. Those duties center in making our railroads safe and attractive, and this can only be done by preventing the very approach of cattle or other stock, and the removal as far as possible of all fences from near railroads; keeping up only guards against intrusion at lateral roads and line fences. The necessity for removing the parallel fences along railroads lies in the fact, that no fence is a safe protection, in fact, unless constructed and maintained as no fence for agricultural purposes ever was constructed or maintained; it increases the danger, as animals over in between the track and a fence is more dangerous than if there was no fence.

A law forbidding pasturage upon or near railroad and fining all owners whose stock is found so pasturing, and holding them and their stock responsible for all damages and fines, is a benefit to the adjacent landowner. He gets thereby the use of the strips of land more or less wide on each side of the railroad which are now mostly overgrown with weeds seeding the adjoining lands and and spreading the annual harvest of weeds in Ohio. These strips could then be cultivated with crops, such as timothy, wheat and other articles that do not grow to heights sufficient to obstruct the view. The ground thus restored to cultivation to be relinquished when wanted for use by the railway company, would embellish our country, instead as now, disfigure it.

What are the certain results of such a policy? First and foremost, all danger of accidents from stock finally and completely averted. Second, all unsightly fences and strips of weeds and underbrush removed. Third, our railroads and public relieved not only from apprehensions, but contentions and litigations. Look at the present situation—unsafe traveling, pasturage on false principles railroads and land owners arbitrarily and unconstitutionally burdened with fences that are a mockery and offer no protection, law suits innumerable, nobody satisfied, all annoyed and endangered.

Under the policy suggested, the keeping of stock away from railroads is put upon him who can most effectually do it; now it is put upon the party least able to perform the duty. And to this I may be allowed to add the suggestion that the settlement of this question, as pro-

posed, goes in the direction in which the customs of our State are inevitably tending, which proves that the legislation is right. Our people will not be much longer subject to the immense cost of constructing and maintaining fences as against persons, who abuse, what always was an abuse, to wit: pasturage on others' lands. The cost is far greater than the benefit. Ohio cannot, under it, have a new growth of timber on untillable land, an immense loss to our State, and one which is injurious, even in a sanitary view. Of the 25 millions of Acres of land in Ohio, about five millions are unfit for tillage; they should be devoted to the growth of timber, and they will be so as soon as unrestrained and unreasonable pasturage is forbidden.

The law passed two winters ago should therefore be extended over the whole State to the relief of our farmers, our people, our travelers and our railroads.

Q. Have you any general remarks to make concerning railroads and public interests?

A. The geographical position of Ohio, in connection with the leading primary physical features of the country, makes our State the great highway between the immense scope of Atlantic coast, extending from the bay of Fundy on the north to that of the Chesapeake on the south, to and from the great west.

This peculiar position of the State was early realized and so thoroughly appreciated by all, that, no sooner was the fact made patent that railways would become the means by which the internal commerce of the country would thereafter be mainly dependent, than capitalists, agriculturists, professionals and tradesmen were seized with that spirit of enterprise and rivalry, which, fostered by and through the liberal and comprehensive legislation that then characterized our law making power culminated in covering the State with the existing railroads. That liberal legislation prevailed at the time is evident from the many disjointed lines running in all directions, over all parts of the State, and defying the most critical observer to discover against aught of an attempt to block a free, healthy competition. Some of the lines were not as judiciously located they should have been, there being portions of several roads running parallel, and so close together that either one might have accommodated the trade; but Ohio has a whole now has more miles of railroad than she requires, though there are still localities where need railroad accommodations.

An enormous amount of capital has been required to bring our railroads into existence, which has in great part been borrowed, but much of it has also been provided by our home capitalists, who were so sanguine of their proving profitable investments that nearly every citizen became directly or indirectly involved in them. The result has disappointed many of our people and equally so many foreign capitalists, and of course much exasperation against railroads was the consequence. They failed to comply with their obligations to individuals in every conceivable way, even for fences, materials, &c., and thus estranged public opinion from them.

A reaction from the former fondness had now come, and a dislike took its place, and prompted legislation that pampered and injures arbitrarily, and is particularly hard on the poorer roads, preventing them from ever becoming remunerative, and likely to drive them to bankruptcy.

It can do no harm to pause in such legislation, and to weigh well all propositions and mature from the facts at hand measures which

shall do good without violating the right of all roads to commercial freedom. Legislation touching interests of such magnitude should be approached with calmness and enlarged views, and all laws framed to regulate these interests should be weighed with unusual deliberation and gravity. The railway interests of this country cannot be compressed into a nutshell. Legislation must go up higher and take a broader view of these vast interests.

I do not say what kind of laws to enact, but I do say that the laws to be enacted should be framed with exceeding care, and in view of the great benefits accruing through railroads to the State, of the wonderful developments which they are making in all our agricultural, mineral and industrial resources. Guard them, but not retard them.

If, however, suggestions are not out of place I would say:

1st. Create a bureau of statistics with all the power necessary to secure the requisite information.

2d. Make it unlawful to walk, ride or drive along railroads.

3d. Make it unlawful to loiter in or about railway stations, depots, grounds or railway cars.

4th. Make it unlawful to enter cars without having first procured a ticket and exhibiting the same if required before entering, with provisions also that paying the conductor shall not remove the unlawfulness of the act.

5th. Make it unlawful to allow animals to run at large or to pasture in fields adjacent to railroads.

6th. Have near stations and clothe with proper power public officers ready to do justice to the public and to the railroad, and to enforce the laws.

7th. Impose penalties upon persons standing on platforms of cars at any time; for getting on or off the cars while in motion.

8th. In short, enact laws only which are known to be absolutely necessary and certain to prevent and break up monopolizing combinations or extortions of railway companies or other corporations, associations, or individuals.

Freedom of trade is so indispensable to all business, that the law making power can hardly ever err on the side of this freedom, and Ohio, situated as it is on the great highway of trade, had better submit to temporary inconveniences than rush into an arbitrary system prohibitions and orders, which are sure to do harm to the well intentioned, and will be evaded by the dishonest. The laws should secure to all railways their legitimate share of carrying trade within and through the State, as common carriers, so that they be in fact and not alone in form free highways for all and oppressive to none.

THE OREGON CENTRAL RAILROAD—*San Francisco Nov. 2, 1867.*—The Oregon Legislature have appropriated one million seven per cent. twenty years bonds in aid of the Oregon Central Railroad, to be built from Portland to the California line.

PREVENTING INCrustation OF STEAM BOILERS.

—With a view to prevent the inconvenience of incrustation, Mr. Mark Silvester, of Gilbert road, Kennington lane, London, proposes to employ a compound of charcoal, 4 parts; carbonate of potash, 2 parts; carbonate of soda, 8 parts; muriate of ammonia, 1 part: but he does not limit himself to the precise proportions.

Annual Election of Directors of the Baltimore and Ohio Railroad.

The annual meeting of the stockholders of the Baltimore and Ohio Railroad Company was held on Tuesday, at their office, Camden Station. On motion of Albert Schumacher Esq., Wm. J. Albert, Esq., was chosen Chairman, and Joshua I. Atkinson, Esq., Secretary.

John W. Garrett, Esq., the President of the Company, stated, on behalf of the Directors, that a large amount of the accounts of the company with the Government for services still remain unadjusted; a system had been adopted under which payments on account had been received, and adjustments were to be subsequently made; the company had succeeded in obtaining such settlements as enabled the Board to present the annual report for the fiscal year, terminating 30th September, 1864, which the President now submitted and efforts continue to be made to obtain the final adjustment, so that the remaining reports could be furnished. As early as this could be accomplished the further reports could be made.

The report was then read by the Secretary. This report is being printed in pamphlet form and will be ready for distribution in a short time.

The following gentlemen were re-elected Directors for the ensuing year, by a vote of 37,423 shares, viz;

John Hopkins, Samuel W. Smith, Francis Burns, Wm. A. Hack, John Spear Nicholson, Jno. Gregg, C. Oliver O'Donnell, James Harvey, Wm. Heald, Galloway Cheston, Wm. W. Taylor, Samuel Kirby.

The annual election for directors and officers of the Central Railway, held last Wednesday, Nov. 22., resulted in the choice of the following gentlemen: Directors—B. E. Smith and Hon. Wm. Dennison, of Columbus; John Gardner, Norwalk, O.; S. R. Hilliard, Delaware, O.; Hon. John S. Newman, Indianapolis; Hon. J. F. Thomas, Philadelphia, and J. T. Seeley, Wm. B. Thompson and Joseph Tuckerman, of New York. Officers—B. E. Smith, President; G. Moodier, Secretary; J. M. Lunt, Superintendent; J. Alexander, Treasurer; W. F. Doggett, Auditor; C. W. Smith, Gen. Freight Agent, and F. Chandler, Gen. Ticket Agent.

Financially, the Columbus & Indianapolis Central Railway Company is in excellent condition, having been enabled during the past summer to make a handsome dividend to stockholders, and pay off on the first of the present month, when they became due, first mortgage bonds to the amount of \$600,000. These bonds were negotiated 15 years ago, by Winslow, Lane & Co., of New York, for the old Indiana Central, and were liquidated by the same house.

The tonnage of this road has increased 33 per cent. since the close of the war, the passenger traffic remaining nearly the same.

The company is now interested in the construction of two branch lines, one from Union-City to Logansport, and one from Cambridge City to Rushville and Jeffersonville.—*Cin. Gazette.*

It is proposed to build a large elevator at East Albany, connecting with canal, rail, and river, to be used both for the Western Railroad and the general business of Albany, and thereby provide increased storage facilities for the prompt discharge of grain boats, and the distribution of their cargoes at pleasure all over New England.

The Difficulties of Mining in Arizona.

The *Folsom Telegraph* publishes a letter from a gentleman who left Austin with a party of others, in April last, for the mines of Arizona. The party which numbered thirty-six, had a desperate time of it, losing one man, who died of thirst. The letter is dated at Hardysville, on the Colorado River, to which place the writer has just returned from an expedition to the White mountains, where rises the Colorado Chiquito river, and, as the letter says, the Gila, probably meaning some of the northern branches of that river. The party "found prospects of placer mines as rich as those of California in '49; but the great difficulty is the d—d Apache, as it takes ten men on guard to each miner." They had explored a country never before trod by a white man. The letter is chiefly taken up with accounts of battles with the Indians, who had killed several of the party, and driven the balance out of the country. Quite a number were wounded, but they are now doing well. The names of the killed and wounded are not given. A large party will return to the White Mountains early in the spring, and will endeavor to stay there in spite of the Indians. The emigrants to Arizona from Austin appear to have had a very hard time generally, in seeking their fortune in that delectable country. The party mentioned went from here south-east to Pabranagat and the Colorado, and of course passed the ground where have since been discovered the Northumberland, Silver Bend, Danville, Hot Creek, Empire Reveille, and other districts, richer by far than their wildest hopes ever pictured for them in Arizona. It is the old story exemplified of Thompson colt. We wish them luck next spring, and hope they may exterminate the Apaches, make their piles, and come back where white folks can live.—*Reese River Reveille.*

An Incident.

As a train of cars was approaching the suspension bridge near Niagara, the conductor found a young man who could not pay his fare. The poor fellow was evidently in the last stages of consumption, and emaciated to skeleton proportions. He sat by himself, and his eyes were red as though he had been weeping; but the laws of the company could not be transgressed, and he must leave the train. Not a person moved or spoke as the conductor led him from the seat, all shivering with the cold, but just as he reached the door a beautiful girl arose from her seat, and with bright sparkling eyes demanded the amount charged for the poor invalid. The conductor said eight dollars, and the young and noble girl took that sum from her pocket-book, and kindly led the youth back to his seat. The action put to shame several men who had witnessed it, and they offered to "pay half," but the whole-souled woman indignantly refused the assistance. When the train arrived in this city the young protectress gave the invalid money enough to keep him over night and send him to his friends the next morning.—*Albany Argus.*

SUSQUEHANNA RAILROAD TUNNEL.—The tunnel on the Susquehanna railroad will be finished on the 1st of June next. It will be 2,200 feet long, the longest tunnel in the State; 1,500 feet are already finished, leaving only 700 feet to dispose of.

Gold Deposits.

Mr. David Forbes, in the *London Geological Magazine* for September, has a short, but interesting paper on the geological periods at which gold has made its appearance in the crust of our globe. He designates the two epochs auriferous impregnation, as—*First*, the older or auriferous granite outburst; *second*, the younger or auriferous diorite outburst. The first occurred some time between the silurian and carboniferous periods. The gold formations belonging to this period present themselves in Australia, Bohemia, Bolivia, Brazil, Buénos Ayres, Chili, Cornwall, Ecuador, Hungary, Mexico, New Granada, Norway, Peru, Sweden, Ural, Wicklow; and also such deposits of gold as are found intruded as quartz nodules and veins, as if interstratified in the Cambrian and Silurian systems, which, he believes, to have been rendered auriferous solely from their proximity to invisible or now superficial granites. The newer outburst cut through strata, containing fossils of decided post-oolitic forms, and possibly may be as late as early crustaceous.

Commenting on this the *London Reader* says: If Mr. Forbes is correct with respect to this comparatively recent creation, so to speak of gold, we may hope that, whatever is the case with coal, the supply of gold may possibly be inexhaustible; as there seems no reason why fresh "outbursts" of the igneous diorite should not recur at any period, and either produce gold with their Midas-like touch, or like a Plutonic visitor of Danae, send their auriferous veins upward for the corruption of man.

Hoosac Tunnel.

The following is a copy of an order adopted by the Governor and Council of Massachusetts for the completion of the Troy & Greenfield Railroad from Greenfield to the tunnel:

Ordered, That the Commissioners on the Troy & Greenfield Railroad and Hoosac Tunnel be and they are hereby authorized to lease to the Fitchburg and Vermont and Massachusetts Railroad corporations from Greenfield to the tunnel, upon the terms and conditions contained in the proposal of said corporations of July 24, 1866; provided it shall first be ascertained by said Commissioners that the total cost of the completion of said railroad, substantially on its present location, will not exceed the sum of \$600,000.

In conformity with the above order the contracts, we learn, (says the *Boston Traveler* of the 3d inst.,) have been made and signed by the various parties interested, and only await the approval of the Governor and Council, which meets on Friday next.

The track on the Richmond & York River Railroad has been laid as far as Chickahominy Bridge, twelve miles from Richmond. The work on the bridge, over the Pamunky at the White House is progressing rapidly. The contractor expects to finish the road and have it ready for use to West Point by the first of January next.

A Troy paper states that the Susquehanna Railroad is to be extended to Troy via Schenectady, and that this will make a continuous line for the transportation of coal from the carboniferous regions of Pennsylvania to Montreal.

Iron Ore and Mineral Fuel.

"Iron ore can be rendered serviceable to man only by means of fire, and all the industries which arise from and are connected with it depend as largely on the presence of fuel as the mineral itself. The mere existence of the latter would not avail to confer great industrial wealth on a country. Iron ore in the immediate neighborhood of fuel of a kind capable of smelting it is the great boon which has made the greatness of more than one people."—*Foreign Paper*.

The truth of this is thus verified in England and Pennsylvania, where iron ore and mineral fuel both abound in proximity to each other and to tide-water.

In England the abundance and cheapness of coal not only enables furnace owners to produce pig iron at low price, but it also enables the workers in iron to manipulate it into machinery and all the thousand shapes demanded by the wants of commerce.

And so, too, in Pennsylvania the presence of coal, in variety and plenty, enables the rolling mills, foundries, machine shops, etc., to manufacture articles of iron from the pig, with greater economy than can be done in localities east of Pennsylvania, where there is no coal, except what is imported from Pennsylvania, the British colonies, or Europe.

The existence of iron ore and coal in Virginia, North Carolina, Tennessee, Alabama, Missouri and other States, south and west of Pennsylvania, will make them scenes and centres of colliery productions and iron manufactures.

The most enduring and the most valuable basis of material greatness and opulence are coal and iron, twin articles as indispensable to nations as to households. And where they exist in States of the Union, are as sure of development in future time, as it is certain that forests will yield to the axe and prairies to the plow, as "the march of empire westward takes its way."—*Mining Reg*

QUARTZ MINING IN CALIFORNIA.—The San Francisco "Bulletin" says that larger fortunes are now made from quartz mining than was ever made in the palmist days of the placers. This is owing to increased experience, cheaper labor and improved machinery. Quartz mining is a permanent industry, and affords capitalists a safe and very remunerative field for investment. Unlike the other forms of mining, it benefits the country permanently. The taxable property of Nevada, for instance, has increased nearly \$500,000 in a single year. Anxious efforts are constantly made to discover improved processes of working. Already the machinery in use is superior to that of the Australian mines. The statistics upon this subject are very interesting. The largest income of a quartz miner is \$182,511. Two in the same business report over \$91,000. The second largest income in San Francisco, \$102,011, was that of a quartz miner. The "Bulletin" adds: "Full returns from the principal mining centers of the State would furnish many similar examples of the wealth derived from successful operations, and would support the idea that the most wealthy citizens of California are hereafter to be the owners of her best lodes."

The Legislature of Oregon has appropriated one million seven per cent. twenty year bonds in aid of the Oregon Central Railroad, to be built from Portland to the California State Line.

MONETARY AND COMMERCIAL.

During the past week the money market has exhibited the most decided features of panic, chargeable mainly to the reprehensible course of Mr. McCulloch in reference to the public deposits. However, we are glad to be able to state, that what we have previously asserted as to the condition of our business men generally, hold out true, viz.: that they were in a condition to take care of themselves, and that they were doing business on a healthy basis. In our market there has been an apparent anticipation and preparation to meet the present difficulty, and in the absence of any speculative movements of any magnitude, the storm has been weathered without serious results. The *Gazette* of Monday, in remarking on this subject, says:

"Business men have also been trimming their sails, and are working into manageable shape. The stagnation in the money market to which we refer is that stage in the progress of the panic and its results which precedes the return of the market to a more healthy, natural and easy condition. There can be no permanent scarcity of money until Congress authorizes a more rapid withdrawal of the currency than is possible under existing laws, and the reaction from the flurry through which the market has passed will land the discount business on a level of greater ease than would have been reached had there been no panic. The recovery too will be pretty sharp from the fact that the pressure did not develop near so much weakness in business circles as was apprehended. In this city there have been few mercantile failures, and among these there is no prominent house numbered. In New York the failures have been chiefly among stock speculators, and even these are not important. This favorable condition of business men will stimulate the recovery of the money market. Purely speculative operations will be kept in check for a time, but not very long. Capital is now held back largely for investment, whenever it shall appear that the bottom has been reached. Let no one suppose that money is really scarce, and that the days of speculation are numbered."

In the New York market affairs took a more serious turn, and the panic assumed whirlwind violence, and the prices of all kinds of stocks tumbled down with wonderful rapidity. Large amounts of securities were recklessly thrown upon the market to realize cash, and bankers and brokers alike sacrificed each other without hesitation. Of the panic the *Herald* remarks that—

"There has been a grand crash in Wall street to-day, although it has not resulted in any failures. The rush to sell was continuous during the morning hours, and heavy sacrifices were made by both brokers and operators. The former found the banks unwilling to lend them on the usual margins and were in consequence compelled to throw overboard their own or their customers' stock, while the latter either chose or were forced to sell out to protect themselves or their brokers. The banks in one or two instances summarily sold considerable amounts of stock, the margins upon which were not kept good, and a

remorseless spirit was shown by some of their number, in exacting the pound of flesh, after the manner of Shylock. The bears were meanwhile hammering the market with a sort of revengeful fury, which knew no bounds. The whole structure of the railway share market seemed to crumble into ruins under their almost magical touch, and the devouring element eat its way equally into modest and pretentious margins, and spread consternation among the bulls of all classes. The bears were meanwhile jubilant, and they acted upon the proverb of 'make hay while the sun shines,' by covering their 'shorts.' Some of the brokers, who were unable to sell their customers' stocks safely without due notice, went 'short' of them as a precautionary measure, and others sold them out reluctantly after notification. There was a general shaking at the knees and trembling at the joints among the bull operators and brokers. Failures were rumored which facts contracted, and the further decline of gold was used to assist the depression. Yet money was throughout easy at 7 per cent. on wide margins, although the banks exercised a close discrimination against weak houses. The market surged upward and downward rather wildly during the afternoon, and all arguments against the unreasonableness of the panic were lost upon the excited multitude. Their disposition was alternately to sell and to buy, and in the intervals stocks had fluctuated widely. The banks received currency from the interior generally, and the West particularly, this morning, yet they exhibited great reluctance to lend during the day to all but favored borrowers, a disposition on their part, or rather that of their managers, which was interpreted as favorable to the 'bear' interest on the Stock Exchange."

The demand for discounts in our market has not been large nor urgent, the banks have, therefore, been increasing the amount of their surpluses and gaining in strength, and first class borrowers would experience no difficulty in obtaining all they might want at usual rates, but needy borrowers, who cannot put up acceptable collaterals find it useless to ask for accommodations.

In exchange there is but little doing, the demand is quite limited, rates however are firm, at quotations:

	Buying.	Selling.
New York.....	1-10@50 dis.	par
Boston.....	1-10@50 dis.	par
Philadelphia.....	1-10@50 dis.	par
Baltimore.....	1-10@50 dis.	par
New Orleans.....	1-10@50 dis.	par
Silver.....	31@31c pr	32@33c pr
Gold.....	42½@42¾c pr.	43½c pr.

The New York gold market has necessarily sympathized with the stock market under the infliction of Secretary McCulloch. The fluctuations for the week have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Nov. 22.....	138½	138½	137	138½
" 23.....	138½	139½	137½	138½
" 24.....	138½	139½	138½	138½
" 26.....	138½	140½	138½	140½
" 27.....	142	143½	142	143
" 28.....	143	143½	142	143

The Florida Railroad was sold on the 30th October at auction, and purchased by Marshall O. Roberts, of New York, for \$320,000. It is announced that the road will very soon be in running order the whole distance from Fernandina to Cedar Key, with connecting lines of steamers between Fernandina and New York, and Cedar Key and New Orleans.

VERY CHOICE :

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

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THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATIONa locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,wherever steam power is used ; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,

48 Dey Street,

NEW YORK

**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELLED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be dis-
tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trouting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
itively at the time appointed.**No Postponement to take place on any
consideration.**Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten, to**J. J. ADAMS,**
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

CHEAP

OIL LANDS

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Eastern Kentucky.**40,000 ACRES**

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CUMBERLAND RIVER,

FOR SALE BY

T. WRIGHTSON.**WM. MERCER, R. B. MORE, GEO. STODDARD**
Late Master Car Builder C.H.&D.&D.M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS*Cambridge, Ind.***REFERENCES.**B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
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L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati, O.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAUREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati, O.
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton, O.
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis.
[Aug. 2, tl.]

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CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 In. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " " 6½ " " 35 " "	
3, 8 " " " 11 " " 36 " "	
4, 8 " " " 9 " " 35 " "	
5, 7½ " " " 6½ " " 30 " "	
6, 10 " " " 8 " " 40 " "	
7, 7½ " " " 8 " " 35 " "	

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OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
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Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

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Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

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COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

[20 Miles above Chattanooga.

There are on the property:

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Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in
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burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
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Red Hematite

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of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
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The land is on the proposed Line of Railroad
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Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brathers, Agents, 45 Walnut St.

Covington and Lexington.

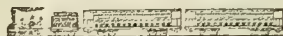
Depot in Covington.

1866.

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EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.	
DAYTON.....	19:50 "	11:00 "	
URBANA.....	12:45 P. M.	12:40 A. M.	
GALLON.....	3:30 "	3:35 "	
MANSFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
CLEVELAND.....	6:38 "	7:55 "	
JORNELLSVILLE.....	8:47 "	0:30 "	
CANNING.....	10:40 "	12:16 A. M.	
KLINCKA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BI-GRAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:37 "	7:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

GIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

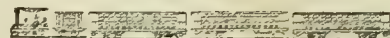
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

-OF-

NEW-JERSEY.



On and after Monday, May 21, 1863, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 12:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12:18

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:20 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West, with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

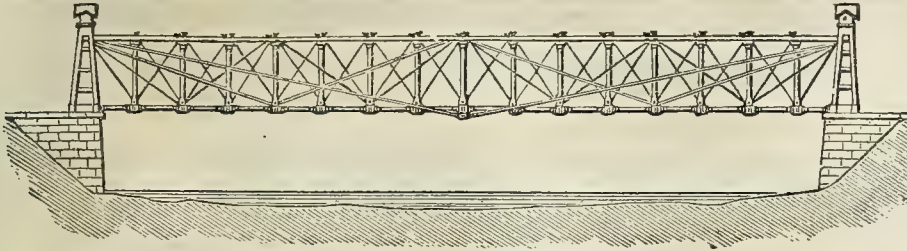
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	5:05 A. M.
Harrisburg Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and so. Manship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring). Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

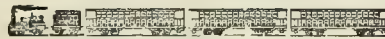
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading, or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

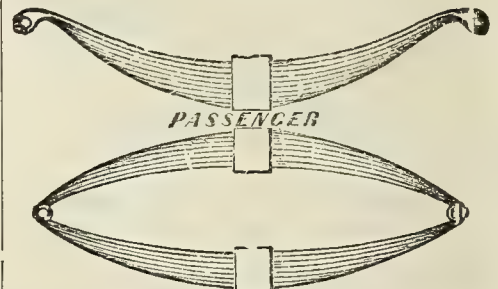
—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER

LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

o Hammered or Rolled Axles, in the best manner, The shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$1.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore.
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Birney House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOULET, General Ticket Agent.

W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same. &c.,

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,

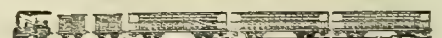
THOS. T. TASKER, JR.,

CHAS. WHEELER

S. F. M. TASKER

HY. G. MORRIS.

Philadelphia, Wilmington & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4:15 (Express Monday excepted), 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M.

Leave Baltimore for North and West, 7:35 A. M.; 9:20 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7:30 A. M. and 11:00 P. M. Leave Baltimore for Philadelphia at 8:25 P. M.

Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, DECEMBER 6 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.			
	DEPART.	ARRIVE.	
Express Mail.....	8:15 A. M.	7:15 A. M.	
Night Express.....	8:25 P. M.	6:15 P. M.	
LITTLE MIAMI.			
Lightning Express.....	7:00 A. M.	7:15 P. M.	
Express Mail.....	9:20 A. M.	4:45 A. M.	
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.	
Lightning Express.....	8:00 P. M.	4:10 P. M.	
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.	
Eastern Night Express.....	11:40 P. M.	9:00 A. M.	
CLEVELAND, COLUMBUS & CINCINNATI.			
Lightning Express.....	7:00 A. M.	7:15 P. M.	
Express Mail.....	9:20 A. M.	4:45 A. M.	
Lightning Express.....	8:00 P. M.	9:00 A. M.	
MARIETTA AND CINCINNATI.			
Depot on Pearl street, bet. Plum and Central avenue.			
Baltimore and Washington City			
Express Mail.....	8:28 A. M.	5:00 P. M.	
Baltimore and Washington City			
Night Express.....	11:40 P. M.	6:00 A. M.	
Marietta and Parkersburg Mail.....	8:28 A. M.	5:40 P. M.	
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.	
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.	
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.	
CINCINNATI, HAMILTON AND DAYTON.			
Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.	
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.	
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.	
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.	
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.	
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.	
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.	
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.	
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.	
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.	
CINCINNATI AND INDIANAPOLIS JUNCTION.			
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.	
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.	
INDIANAPOLIS AND CINCINNATI.			
Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.	
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.	
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.	
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.	
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.	
OHIO AND MISSISSIPPI.			
St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.	
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.	
Louisville Special Train.....	3:45 P. M.	2:00 P. M.	
CINCINNATI AND ZANESVILLE.			
Mail.....	9:29 A. M.	4:10 P. M.	
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.	
COVINGTON AND LEXINGTON.			
Morning Express.....	6:00 A. M.	10:55 A. M.	
Evening Express.....	1:50 P. M.	6:00 P. M.	
PITTSBURGH, COLUMBUS & CINCINNATI.			
Fast Express.....	7:00 A. M.	4:10 P. M.	
Express Mail.....	9:20 A. M.	4:45 A. M.	
Lightning Express.....	8:00 P. M.	4:45 A. M.	

Mines and Manufactures of the Mississippi Valley.

Mr. J. A. BLAKE, geologist, has recently taken a trip through the Mississippi Valley, and made some notes on it, for the *Merchants Magazine*. Like most persons, he has evidently traveled for a special purpose, and sees the Mississippi Valley through very narrow spectacles. For example, he ignores the States of Ohio, Kentucky, and Tennessee (!) the greatest mineral States of the Valley, unless Missouri be excepted. Mr. Blake says, (*Merchants' Magazine*, page 249,) "the chief mining States of the Mississippi Valley are Missouri, Illinois, and Iowa." This is very far from being the fact. The two greatest and most useful minerals mined in the United States are iron and coal. The following brief table will show where the great mining States of the Mississippi Valley are:

Iron ore produced.	Coal produced.
Ohio.....228,794 tons.	28,339,000 bushels.
Kentucky... 73,600 "	6,732,000 "
Tennessee... 53,220 "	3,474,100 "
Missouri.... 42,000 "	97,000 "
Illinois..... " "	14,228,120 "
Iowa..... " "	72,500 "

Here is a very remarkable contradiction to Mr. Blake's statement, in a few undeniable facts. If Mr. Blake meant "mineral" instead of "mining" States, he would still be wrong. Missouri is indeed one of the greatest mineral States of the country; but Illinois and Iowa bear no comparison with Tennessee and Kentucky. What Mr. Blake says of these States is, however, interesting; and he enters, as a geologist, into a more detailed statement of their productions, than we have from any general account.

Missouri has 67,380 square miles, being 60 per cent. larger than Ohio, and larger than any of the Atlantic States. In more than half its surface, a great variety of minerals, including ores, iron, coal, lead and copper are found. Mr. Blake says there are *thirty-one* valuable minerals found there, which he enumerates. We are not geologist enough to know whether all of these are found in Tennessee; but we know that all of any great value and utility are. Iron, coal, lead, zinc, copper, plumbago, petroleum, granite, marble, fire clay, saltpetre, all are found in Tennessee, in probably quite as great quantity as in Missouri. Copper, zinc, and probably others of the most valuable secondary metals, are more abundant in Tennessee than in Missouri. It is a pity Mr. Blake, or some competent geologist, would not take a summer trip through the New England States of the South. If done with an inquiring and philosophical spirit, and the results carefully noted, it would make an interesting volume, and disclose much valuable information now unknown to the public.

Mr. Blake thus speaks of the famous Iron Mountain. "With a height of 228 feet, and

an area at its base of 500 acres, it is thought will give for every foot from summit to base, an average of 3,000,000 tons of ore; Pilot Knob, whose height is 1,118 feet, is known to be solid iron to 440 feet below the surface, where the base has an area of over 200 miles; and Shepherd Mountain, 660 feet high, a mass of the purest magnetic and specular iron ore. This ore yields 56 per cent. of pure iron, the product of which is strong, tough, and fibrous. These are wonderful phenomena of nature; but are only a small part of the gifts which have been conferred on this vast arid country.

Of coal, there are in Missouri 3,600 square miles, averaging 11 feet in thickness. Lead is one of the prominent and most important minerals of Missouri. Mr. Blake says:

The area of lead bearing rocks in Missouri is said to be over 6,000 square miles. They have been found in 38 counties and in more than 500 different localities. The chief deposits are found in Washington, Madison, Jefferson, St. Francois, Franklin, Crawford, Newton and Jasper counties. It is estimated that the mines in Washington, Madison and Jefferson counties alone have, since 1840, yielded 100,000,000 pounds. The mines are generally shallow, varying from 10 to 75 feet. The ore is mostly sulphuret and contains from 60 to 85 per cent. of pure lead. Some specimens from Mine la Motte contained 84.56 per cent. pure lead and 13.50 per cent. sulphur, a very fine yield, considering that perfectly pure galena contains but 86.66 per cent. of lead and 13.34 of sulphur. A lead mining company in Washington county, operating 100 drills and keeping 10 furnaces in blast were rewarded with a net profit of \$369,252 from their last year's work.

Copper is less promising in Missouri than other minerals, although Mr. Blake represents it in a very favorable aspect. He says:

Copper has been found in 18 counties in Missouri. The best deposits lie along the Megamec Valley in Franklin and Crawford counties, and in Greene county on the unfinished Southwest branch of the Pacific Railroad. The deposits generally lie near the surface, are several feet thick, are in quality sulphuret or carbonate, and yield from 42 to 50 per cent. of pure copper. The Stanton mines in Franklin county have produced ore that by analysis contained 48.41 per cent. of pure copper. A very promising copper region has been traced along the headwaters of Current, Black, and St. Francois rivers, chiefly in Shannon, Wayne, and Madison counties. The Copper Hill Mine has yielded 100,000 pounds.

It is evident from this statement, however glossed, that copper is not likely to be a very important production of Missouri. So of other minerals, in Missouri, though abundant specimens of many varieties have been obtained, yet they are not likely to be important.

Illinois has 55,409 square miles, one-fourth larger than Ohio. A *fifteenth* of her surface is mineral territory. Iron, coal, lead, salt, and several other valuable minerals are found there. The geologists are great cyphers,

and not contented with showing that there is quite enough for all the inhabitants of a State, which are or are to be through indefinite ages, but they go to calculating how many thousands of millions of tons lie imbedded in successive strata, which will last this and all other worlds through indefinite periods. There is more or less of humbug in all this; because it is not merely necessary to show, that there are indefinite amounts of coal below the surface, but that the coal can be furnished *cheap and ready for market*. Professor Rodgers makes out there is four times as much coal in Illinois as in Pennsylvania; but it neither is, nor ever will be put to half the practical use. But, the coal fields of Illinois is not more than half that of Ohio; and is not at this time more than half as much mined. The St. Louis market is chiefly supplied with Illinois coal, notwithstanding Missouri has so much. In 1865, about 10,000,000 of bushels were carried to that market. Of Lead, Illinois may well boast. The Galena Lead Mines have been long celebrated. Of Illinois lead, Mr. Blake says:

There are three staples in which Illinois is singularly "strong." We mean wheat, coal, and lead. If she is not first in the former, she certainly is in the latter. For 20 years the entire lead product of the country has come from the famous Galena mines in Jo Davies' county, which, with judicious and regular working, would have been not only amply sufficient to shut off any foreign demand, but even to create a foreign market. A few mines circling Galena have supplied and smelted 15,000,000 pounds a year. The great Galena lead district occupies a portion of three States, extending East and West 87 miles, and North to South 54 miles. This belt includes 62 townships in northwestern Wisconsin, 8 in eastern Iowa, and 10 in northern Illinois. The portion included in Wisconsin and Illinois is directly accessible to Galena, and is called the "Galena Mines." This district has an area of 1,000,000 acres. The ore has been struck in every direction all over this great field. The lead is found in horizontal veins, varying from half an inch to ten inches in thickness. It is sometimes found in solid masses of great weight. The average of pure lead in the ore is about 70 per cent.

This lead district is one of immense value. Of Iowa, Mr. Blake says but little. The State has not ordered a geological survey; and although nearly all the minerals we have mentioned, are found superficially, yet there seems no sufficient evidence of any great mining district there.

With the exception perhaps of Missouri, the greatest and most valuable mining district of the Mississippi Valley lies in Eastern Ohio, Kentucky and Tennessee, especially in the latter. If we take iron, coal, salt, copper and lead, we have nearly all the minerals which are really necessary in the progress of society, and these are furnished on the Western slope of the Alleghenies in indefinite quantities. The interests of Cincinnati, and indeed of the whole Ohio Valley, would be greatly benefited

by a geological survey of this region, which would exhibit the deposits of minerals, in detailed, topographical maps, which could be understood by all intelligent persons.

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE
IN CLEVELAND.

The following evidence was elicited recently before Messrs. Bateman and Williams:

ADVANTAGE OF FREIGHT LINES TO NEW ROADS.

John M. Osborne, General Freight Agent of the Atlantic and Great Western Railroad, and connected with railroads since 1846, was examined, and gave his opinion that for old roads of established business, fast freight lines are of no advantage—they create no new freight, and they would be better without them; but to new lines they were of advantage, and were convenient and useful instrumentalities by which freight might be diverted from old roads. The witness mentioned several freight lines with which he had been connected, and which arose out of the transfer of freight business from the water lines to the railroads.

PAYING COMMISSIONS—INFLUENCING FREIGHT BUSINESS.

The Pennsylvania Central first started the practice of paying commissions. The freight lines were organized by the transportation men, and secure the service and influence of all this class of men, who, by their knowledge and acquaintance with business men, are able to influence a larger freight business than others. In this way an immense and organized brokerage in freight business has been formed in the name of freight lines. This brokerage controls a large portion of the freight business of the country, and, in his opinion, it is an unnecessary burden to transportation. What they receive is, as a general thing, added to the charge of the shipper.

FAST FREIGHT LINES AFFORD NO FACILITIES TO TRANSPORTATION.

Fast freight lines can really afford no facilities to the transportation of merchandise, and to get business they are constantly attempting to deceive the public by the promise of facilities they can not afford. Time contracts have little practical effect. These facilities can only be such as the freight should have without any arrangement between the road and line.

JOINT LEGISLATION OF STATES PROPOSED.

Legislation to reach the evil resulting from freight lines ought to be joint between the States of Pennsylvania, New York and Ohio. Legislation by Ohio alone would throw the whole influence of the organized freight brokerage of the country on to lines of road running around this State, and would do a great injury to the railroad property within the State.

HOW TIME CONTRACTS CAME INTO USE.

During the war the private, as distinguished from Government business, was thrown on to the two trunk lines, the New York Central and Erie roads. This business often greatly exceeded their capacity, and out of this state of business time contracts came into use. It was often used in the case of cotton on the Eastern roads.

Q. How do time contracts aid in forwarding the accumulated freight in transportation?

A. In the crowding of cars it had to have the preference.

If a party in Cincinnati should have meat for a certain vessel to sail for Liverpool, it would be very convenient to forward such freight upon time contracts in advance of other freight. Messrs. Henderson & Griffiths received eight per cent. on all their westward bound freight, except the Great Western Dispatch freight. Upon that they received four per cent.

Q. Have any other officers and agents of the road any interest in the time line.

A. I decline to answer that question. I have no stock or interest in any fast freight or express companies, and know of no other officer having.

COMBINATIONS.

A great abuse arises from combinations among some of the roads to deprive others of business properly belonging to them. In this way the Sandusky, the Hamilton and Dayton, and the Dayton and Michigan roads have been deprived of an enormous business—perhaps two million dollars' worth within ten years—properly belonging to them.

STATE COMMISSIONERS.

These would be of great service in reforming abuses above referred to; but thinks there should be three Commissioners, as one, from local influence, might become interested in particular roads.

CARRIAGE OF MERCHANDISE BY EXPRESS COMPANIES.

The carriage of merchandise by express companies is not on the increase. Thinks it has decreased since the war. Improved facilities of freight transportation have taken, and are now taking a portion of this business from the express companies. On our road express business this year is not over two-thirds what it was last year.

ADJUSTMENT OF LOSSES.

The delivery line usually settles losses, and then adjusts the losses among the several roads. It seldom happens that the shippers are put to the trouble of hunting up a loss and locating it on the right road.

CUTTING OF RATES.

There has not been much cutting of rates since the July arrangement in New York. Rates have been uniform since that time. Cutting of rates is highly detrimental to roads, and is injurious to the public by the sudden changes of price of transportation. Does not think it possible to establish a uniform rate of local rates on all roads.

REAPPEARANCE OF THE WITNESS.

J. M. Osborne subsequently reappeared and stated that he saw no objection to answering the question in reference to any interest held by the officers of the Atlantic and Great Western road in the Atlantic Time Line. Last year he was paid by that line \$1,500. It was not paid under any contract. He had not any interest this year in the line. The accounts of the line are made out at his office.

C. S. Goff, examined.

This witness is the local freight agent of the Atlantic and Great Western at this point. He stated that, so far as he knew, the company charged the Atlantic Time Line the established tariff rates, and it was charged a per centage for giving a preference to their

freight, and the Atlantic Time Line charges a rate over and above the rate it pays to the road in consideration of the guarantee of time to the shipper. So far as he knew, no additional charge was made for westward bound freight, and he did not know how they received their compensation for that. The Great Western Dispatch also run upon this road and had their own agents.

Secretary of Treasury's Reports.

We have no time in this paper to do more than to give a summary of the Secretary's Report—interesting as it is. Comments on it we must reserve for the next number.

RECEIPTS AND EXPENDITURES.

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1866:

Balance in Treasury, agreeable to warrants, July 1, 1865.....	\$353,309 15
To which add balance of sundry trust funds not in the above balance...	2,217,732 94
Making balance, July 1, 1865, including trust fund.....	\$3,076,042 09
Receipts from loans.....	712,851,553 05
Receipts from customs.....	179,016,651 58
Receipts from lands.....	665,071 03
Receipts from direct tax.....	1,974,754 12
Receipts from internal revenue.....	309,236,813 42
Receipts from miscellaneous sources.....	67,119,369 91
	\$1,273,960,215 20

EXPENDITURES.

Redemption of public debt.....	\$620,321,725 61
For the civil service.....	41,056,961 51
For pensions and Indians.....	18,852,416 94
For the War Department.....	284,449,701 82
For the Navy Department.....	43,324,118 52
For interest on the public debt.....	133,067,741 69
	\$1,141,072,666 09
Leaving a balance in the Treasury on the first day of July, 1866.....	\$132,887,549 11

The following is a statement of the receipts and expenditures for the quarter ending September 30, 1866:

Balance in Treasury, agreeable to warrants, July 1, 1866.....	\$132,887,549 11
Receipts from loans.....	174,011,632 24
Receipts from customs.....	\$50,843,774 24
Receipts from lands.....	228,399 72
Receipts from direct tax.....	340,454 39
Receipts from int. rev.....	99,166,993 98
Receipts from miscellaneous sources.....	7,981,764 24
	158,561,386 57
	\$465,460,557 92

EXPENDITURES.

For the redemption of the public debt.....	\$243,782,833 44
For the civil service.....	11,893,726 44
For pensions and Indians.....	11,787,975 66
For the War Department.....	13,833,214 03
For the Navy Department.....	7,878,609 17
For interest on the public debt.....	33,865,399 99
	\$323,041,768 73
Leaving a balance in the Treasury on the first day of October, 1866, of.....	\$142,418,789 19

This is the account current for fifteen months, ending the 1st of October, 1866:

STATEMENT OF THE PUBLIC DEBT.

Amount of public debt August 31, 1865, less cash in Treasury.....	\$2,737,803,626 91
Amount of public debt Oct. 31, 1866, as per statement.....	\$2,681,636,966 34
Amount of old funded and unfunded debt....	114,115 48
	\$2,641,751,081 82
Am't of cash in Treasury.....	\$130,326,960 62
Amount of public debt October 31, 1866, less cash in Treasury.....	2,551,424,121 20
Net decrease.....	\$206,379,565 71

DETAILS OF PUBLIC DEBT.

Statement of the public debt, October 31, 1866, exclusive of cash in Treasury:

Bonds, 10-40s, 5 per cent, due in 1904.....	\$171,069,350 00
Bonds, Pacific Railroad, 6 per cent, due in 1895 and 1896.....	9,882,000 00
Bonds, 5-20s, 6 per cent, due in 1882, 1884, and 1885.....	823,944,000 00
Bonds, 6 per cent, due in 1881.....	205,324,750 00
Bonds, 6 per cent, due in 1880.....	18,415,000 00
Bonds, 5 per cent, due in 1874.....	20,000,000 00
Bonds, 5 per cent, due in 1871.....	7,022,000 00
Navy pension fund, 6 per cent.....	11,750,000 00
	\$1,327,407,100 00
Bonds, 6 per cent, due in 1868.....	8,290,941 80
Bonds, 6 per cent, due in 1867.....	7,742,800 00
Compound interest notes, due in 1867 and 1868.....	145,512,140 00
7-30 Treasury notes, due in 1867 and 1868.....	724,014,800 00
	888,560,181 80
Bonds, Texas indemnity, past due, not presented.....	384,000 00
Bonds, Treasury notes, temporary loan, certificates of indebtedness, &c., past due, not presented.....	36,604,959 21
	36,988,909 21
United States notes.....	390,195,785 00
Fractional currency.....	27,588,010 33
Gold certificates of deposit.....	10,896,950 00
	428,680,775 33
Total.....	\$2,681,636,966 43
Cash in Treasury.....	\$130,326,960 62

The Secretary estimates that the receipts for the three quarters ending June 30, 1867, will be as follows:

Receipts from customs.....	\$110,000,000 00
Receipts from lands.....	500,000 00
Receipts from internal revenue.....	186,000,000 00
Receipts from miscellaneous sources.....	20,000,000 00
	\$316,500,000 00
The expenditures, according to his estimates, will be:	
For the civil service.....	\$37,405,947 39
For pensions and Indians.....	12,262,217 21
For the War Department, including \$15,000,000 for bounties.....	58,804,657 05
For the Navy Department.....	23,144,810 31
For interest on the public debt.....	105,551,520 00
	\$237,169,143 96

Leaving a surplus of estimated receipts over expenditures of.....

	\$79,330,856 04
The receipts for the next fiscal year, ending July 30, 1868, are estimated as follows:	
From customs.....	\$145,000,000 00
From internal revenue.....	265,000,000 00
From lands.....	1,000,000 00
From miscellaneous sources.....	25,000,000 00
	\$435,000,000 00

The expenditures are estimated as follows:

For the civil service.....	\$50,067,543 08
For pensions and Indians.....	25,386,489 09
For the War Department, including \$64,000,000 for bounties.....	110,861,961 89
For the Navy Department.....	30,251,615 26
For interest on the public debt.....	133,678,243 60
	\$350,247,641 32

Leaving a surplus of estimated receipts over expenditures of.....

	\$85,752,358 68
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IMPORTS AND EXPORTS.

During the fiscal year ending June 30, 1866, the United States imported:

Foreign merchandise free of duty.....	\$58,801,759
Foreign merchandise paying duty.....	368,608,051
	\$427,369,810

Of foreign merchandise there was re-exported: Free of duty \$1,907,157 Dutiable.... 9,434,263

Total (mixed gold and currency value).....	11,341,420
Which, reduced to currency value, was equal to.....	\$10,263,233

Total net imports foreign merchandise valued in gold.....	417,046,577
Imp'ts specie 10,329,157	
Of which there was re-exported.....	3,400,697

Net imports, specie.....	6,928,459
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Total net imports, foreign merchandise and specie.....	\$423,975,036
During fiscal year ending June 30, 1866, the United States exported domestic merchandise, currency value \$468,040,903, reduced, to gold value \$331,322,085	
Specie exported.....	82,643,374

Total domestic exports.....	415,965,374
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Apparent balance of trade.....	\$8,009,577
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But these figures, taken from the reports of the custom houses, do not present the whole truth. For many years there has been a systematic under valuation of foreign merchandise imported into the United States, and large amounts have been smuggled into the country along our extended sea coasts and frontiers. To make up for under valuations and smuggling, and for cost of transportation paid to foreign shipowners, twenty per cent, at least, should be added to the imports, which would make the balance for the past year against the United States, nearly \$100,000,000. It is evident that the balances have been largely against the United States for some years past, whatever may have been the custom house returns. On no other ground can the fact be accounted for, that a very large amount of American bonds is now held in Europe which are estimated as follows, to wit:

United States bonds.....	\$350,000,000
State and municipal bonds.....	150,000,000
Railroad and other stocks and bonds.....	100,000,000
	\$600,000,000

THEORIES.

We have given above the figures, which show the financial condition of the country. It is only fair to given the Secretary's theories of the future. There are two or three points on which we do not agree with the Secretary—and on which, we think the country does not agree with him.

This, notwithstanding our large revenues and the prosperity of many branches of industry, is substantially the condition of the United States, and the important question arises, What are the remedies?

With entire deference to Congress the Secretary suggests that they are to be found—

First—In compelling the National Banks to redeem their notes at the Atlantic cities, or what would be better, at a single city.

Second—In a curtailment of the currency to the amount required by legitimate and healthful trade.

Third—In a careful revision of the tariff, for the purpose of harmonizing it with our internal taxes, removing the impressive burdens now imposed upon certain branches of industry, and relieving altogether, or greatly relieving, raw materials from taxes, in order that the product of labor may be enhanced and production and exportation increased.

Fourth—In the issue of bonds, payable in not over twenty years, and bearing interest at the rate of not over 5 per cent., payable in England or Germany, to an amount sufficient to absorb the six per cent. bonds now held in Europe, and to meet the demand there for actual and permanent investment; and

Fifth—In there habilitation of the Southern States.

The balance to credit of profit and loss, July 1, 1861, was.....	\$993,193 53
Income year ending June 30, 1862.....	19,4105 85
" " " " 1863.....	567,101 14
" " " " 1864.....	841,029 57
" " " " 1865.....	808,525 64
" " " " 1866.....	1,439,613 13

Total..... \$6,633,573 86

From which deduct:

Dividend Sept. 30, 1861, and disbursements from 1861 to 1866.....	4,378,216 37
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Leaving a balance of.....	\$2,255,357 49
Which is accounted for by sundry expenses and losses.....	\$2,267,271 72

Balance against account July 1, 1866.... \$111,914 23

The loss and damage to roadway, materials, rolling stock and other property of the company, by the war from April 11, 1862, to July 1, 1865, was as follows:

12,651 feet bridging and trestles.....	\$223,693 00
34 depot buildings.....	53,700 00
Division houses, sheds and tank houses.....	42,000 00
Tools.....	4,000 00
Gravel, wrecking, road and hand cars.....	23,250 00
Wood, iron rails, ties, etc.....	245,941 79
593 freight cars.....	299,450 00
35 passenger and baggage cars.....	81,500 00
Shop machinery.....	36,642 00
4 locomotives.....	150,000 00
Railroad materials.....	30,000 00

Total, as above..... \$1,195,166 79

The total cost of road and equipment July 1, 1861, was \$7,016,625 03, which was increased during the year ending June 30, 1862, for permanent work and equipment, to \$7,058,568 39. The damage done to road and equipment from July 1, 1861, to June 30, 1865, amounted to \$1,087,166 79, thus reducing the value to \$5,971,401 60; the expenditures in rebuilding and equipping have been \$839,087 23—making the present value, July 1, 1866, \$6,810,488 83.

The road is 272 miles in length, commencing at Memphis, and running thence via Moscow and Grand Junction, in Tenn., Corinth, Miss., Tusculumbia, Decatur and Huntsville, Alabama, to Stevenson, where it connects with the Nashville and Chattanooga, and through that road with the Western and Atlantic and East Tennessee and Georgia roads. At Memphis it connects with the Memphis and Ohio and Mississippi and Tennessee Railroads, at Moscow with the Somerville Branch, at Grand Junction with the Mississippi Central, at Corinth with the Mobile and Ohio, at Tusculumbia with the branch to Florence, and at Decatur with the Nashville and Decatur Railroad.

CONDENSED BALANCE SHEET, JUNE 30, 1866.

Construction proper.....	\$5,643,561 74
Do. incidental.....	322,613 32
Equipment.....	841,283 77
Interest on company's bonds.....	90,580 00
Road expenses.....	640,164 93
Stock in Mississippi Central R. R.....	141,600 00
Stock in Tennessee & Alabama Central R. R.....	26,000 00
Stock in Shelby Iron Company.....	25 000 00
Railroad hotel.....	6,082 04
Telegraph.....	2,507 62
Material for road.....	217,732 78
Profit and loss.....	804,631 52
Bills receivable.....	122,782 73
Individual dues.....	154,324 98
Due by agents.....	14,909 30
Due by connecting roads.....	469,761 92
Due by United States.....	72 447 26
Coupon bonds.....	1,380 00 00
Cash on hand.....	69,443 68
Cotton unsold.....	6,000 00
	\$11,099,891 59
Capital stock.....	\$5,312,725 00
Company bonds.....	1,294,000 00
State of Tennessee.....	1,591,990 00
Bills payable.....	271,051 10
Bills payable to U. S. Government.....	491,920 68
Due individuals.....	245,324 33
Due connecting roads.....	16,157 78
Due on pay rolls.....	73,799 48
Due on dividend No. 8.....	68,720 00
Due on dividends.....	31,479 25
Unpaid company's coupons.....	245,630 00
Do. change tickets.....	17,375 75
Receipts.....	1,432,662 22
	\$11,093,891 59

The amount to debit of profit and loss, \$804,031 52, was reduced by the entries for 1865-'66, made July 1, to \$111,914 23, as shown in the account previously given.

President.—SAMUEL TATE.

Directors.—Samuel Tate, George P. Beirne, James J. Donegan, Joseph C. Bradley, Sam'l D. Weakley, James Robb, Pitser Miller, John W. Leftwich, Henry S. McComb, Archibald Campbell, John C. Humphreys, and F. S. Richards.

General Superintendent.—W. J. ROSS.

Chief Engineer.—JAMES L. MEIGS.

Extracting the Metals from Auriferous Quartz

The following, from the *Alta California*, details a process of extracting the precious metals from quartz rock, which possesses some novel features:

"The rock is dry crushed, and afterward submitted to the action of balls in a drum to insure full pulverization, it being desirable that the powder should approach as near wheat flour as possible. A charge of this powdered quartz is then placed in an air-tight cylinder, the interior of which is furnished with a worm of pipes to convey superheated steam therein. Added to the charge is a given quantity of quicksilver, which is first heated by the introduction of ordinary steam; the superheated steam is then turned on, or the seethed or boiled for an allotted period. On the top of this cylinder a water bath is placed, and as the mercurial vapors rise they become condensed. Thus the system of thoroughly impregnating the crushed rock with quicksilver is carried out with efficiency. After thus cooking, the cylinder door is opened, and the whole mass is discharged upon a novel shaking table, which is worked by the power of steam employed in the previous operation. This table is built of copper, on a wooden frame, with rollers and riffles of peculiar construction, which, when it is in motion, give the water, amalgam, and dust the same action of the ocean surf—an undertow. As the mass descends, the amalgam, from its metallic weight, gradually clears itself from the quartz dust, and the result is that it is all collected in the troughs of the riffles, containing every particle of metal, be it precious or base, the quartz holds. The mode of applying superheated steam to the crushed rock desulphurizes it, freeing the metals, and all that is necessary is to retort the amalgam to obtain the result of the yield.

A POOR TURKEY.—A correspondent of the *N. Y. Tribune*, writing from Constantinople under date October 1, says:

In the Imperial Turkish Mint the chief mechanic is an American, who had been employed thirty years. His name is Hidden, and he is really a genius. He has not been paid a cent of his wages for a year, and the American Minister has been pressing the Porte for a month to pay it, but in vain. His family is in distress, but the Minister of Finance declares that there is no money in the Treasury.

Not long since, the Turkish Government had to pay £50 sterling to the American Embassy. The Minister of Finance begged that it might be paid in two installments as the Treasury was hard up. He afterward protested against being called upon to pay the second installment within a week of the first. I vouch for the truth of this.

The Preservation of Wood in Damp and Wet Situations.

BY H. W. LEWIS.

In 1846, eighty thousand sleepers of the most perishable woods, impregnated, by Boucherie's process, with sulphate of copper, were laid down on French railways. After nine years exposure, they were found as perfect as when laid. This experiment was so satisfactory that most of the railways of that empire at once adopted the system. We would suggest washing out the sap with water, which would not coagulate its albumen. The solution would appropriately follow.

Both of the last named processes are comparatively cheap. The manufacturing companies of Lowell, Mass., have an establishment for "Burnettizing" timber, in which they prepare sticks 50 feet in length. Under a pressure of 125 pounds per square inch, they inject from two to eight ounces of the salt into each cubic foot of wood. The cost, in 1861, was from \$5 to \$6 per 1,000 feet, board measure. Boucherie's method must be still cheaper. It costs less than creosoting by one shilling per sleeper.

An American engineer, Mr. Hewson, for injecting railroad sleepers, proposes a vat deep enough for the timber to stand upright in. The pressure of the surrounding solution upon the lower end of the sticks will, he thinks, force the air out at their upper extremities, kept just above the surface of the solution, after which the latter will rise and impregnate the wood. In 1859, he estimated chloride of zinc at 9 cents per pound, sulphate of copper at 14 cents per pound, and pyrolignite of iron at 23 cents per gallon. He found the cost of impregnating a railway tie with sufficient of those salts to prevent decay, to be—for the chloride of zinc 28 cents, for blue vitriol 324 cents, for pyrolignite of iron 75 cents.

Among the numerous other preservative compounds, may be mentioned Le Gras' mixture of a double salt of manganese and lime (or zinc) with creosote, Payne's solution of sulphate of iron and muriate of lime, forming by double decomposition an insoluble sulphate of lime among the wood fibres, Margary's solution of acetate of copper, and Ransome's liquid silicate of potassa. Payne's process met with some favor. But neither of the last are of appreciable value.

Vessel owners had long ago observed that those ships which have early sailed with cargoes of salt are not attacked by dry rot. Indeed, several instances are well attested of vessels, whose interiors were lined with fungi, having all traces of the plant destroyed by accidental or intentional sinking in the sea. Acting on such hints, a trader of Boston salted his ships with 500 bushels of the chloride, disposed as an interior lining, adding 100 bushel at the end of two years. Such an addition of dead weight (35,000 pounds in this case), is sufficient objection to a procedure which has other great disadvantages.

The unpleasant odor of creosote is greatly against its use upon lumber for dwellings, and Bethell's process, therefore, is not described here, although the most satisfactory known. Pyrolignite of iron is offensive and also highly inflammable. The affinity of the chlorides for water keeps the structure into which they are introduced wet; besides, they corrode the iron-work. Sulphate of copper is free from these objections, and is, at present, cheaper than the chlorides. Therefore, for protecting wooden structures against dry rot in damp situations, like mines, vaults, and

the basements of buildings, *sulphate of copper seems preferable, and Hewson's or Boucherie's method of injecting it cheaper and more expeditious, according as the timber is short or long.*

II. *Wood alternately wet and dry.*—The surface of all timber exposed to alternations of wetness and dryness, gradually wastes away, becoming dark-colored or black. This is really a slow combustion, but is commonly called wet rot, or simply rot. Other conditions being the same, the most dense and resinous woods longest resist decomposition. Hence the superior durability of the heart-wood, in which the pores have been partly filled with lignine, over the open sap-wood, and of dense oak and lignum-vitæ over light poplar and willow. Hence, too, the longer preservation of the pitch-pine and resinous "jarrah" of the East, as compared with non-resinous beech and ash.

Density and resinousness exclude water. Therefore our preservatives should increase those qualities in the timber. Fixed oils fill up the pores and increase the density. Staves from oil barrels and timbers from whaling ships are very durable. The essential oils resinify, and furnish an impermeable coating. But pitch or dead oil possesses advantages over all known substances for the protection of wood against changes of humidity. According to Professor Letheby, dead oil, 1st, coagulates albuminous substances; 2d, absorbs and appropriates the oxygen in the pores, and so protects from eremacausis; 3d, resinifies in the pores of the wood, and thus shuts out both air and moisture; and, 4th, acts as a poison to lower forms of animal and vegetable life, and so protects the wood from all parasites. All these properties specially fit it for impregnating timber exposed to alternations of wet and dry states, as, indeed, some of them do, for situations damp and situations constantly wet. Dead oil is distilled from coal-tar, of which it constitutes about 30, and boils between 390° and 470° Fahr. Its antiseptic quality resides in the creosote it contains. One of the components of the latter, carboic acid (phenic acid, phenol) $C_{12}H_6O_2$, the most powerful antiseptic known, is able at once to arrest the decay of every kind of organic matter. Prof. Letheby estimates this acid at $\frac{1}{2}$ to 6 per cent. of the oil. Chrysic acid $C_{14}H_8O_2$, the homologue of carboic acid, and the other component of creosote, is not known to possess preservative properties.

Bathell's process subjects the timber and dead oil, inclosed in huge iron tanks, to a pressure varying between 100 and 200 pounds per square inch, about twelve hours. From eight to twelve pounds of oil are thus injected into each cubic foot of wood. Lumber thus prepared is not affected by exposure to air and water, and requires no painting. A large number of English railway companies have already adopted the system. Eight pounds of oil per cubic foot is sufficient for railway sleepers.

The cost of "creosoting," as this process is sometimes called, was given in 1855, by Ronald and Richardson, at somewhat less than four pence per cubic foot, in England. At one shilling per gallon, the price at which dead oil was obtainable in England in 1863, four pence per cubic foot would, we presume, be sufficient.

A process recently patented, and described in the *Scientific American*, February 17, 1866, proposes to introduce highly heated oleaginous vapors among the timber, confined in an iron tank. The patentee hopes, that as

fast as the moisture is expelled from the wood, the vapor will take its place. Whether this substitution would not soon arrest itself, should it even commence, is in our mind a debatable question.

While an external application of coal-tar promotes the preservation of dry timber, nothing can more rapidly hasten decay than such a coating upon the surface of green wood. But this mistake is often made, and dry rot, instead of wet rot, does the work of destruction. The reason must appear from what has been said on dry rot. Carbonizing the surface also increases the durability of dry, but promotes the decay of wet timber. Farmers very often resort to one of the latter methods for the preservation of their fence-posts. Unless they discriminate between green and seasoned timber, these operations will prove injurious instead of beneficial.

In this connection, we remark, that inverting a post from the position in which it grew, is by some supposed to retard decay. According to the President of the "Northern Architect's Association," England, "the valves" close against moisture ascending through the ducts from the earth into the post. But, according to Gray, thin places only separate contiguous ducts. Fluids can pass through them in one direction as well as in the other. When age obliterates these thin mediums, nothing opposes the flow upward or downward. Furthermore, the passage of fluids through wood is not confined to ducts: it takes place on all sides of them as well. In face of these facts, very careful experiments will be requisite to convince us that a post is more durable in the inverted than in the normal position.

III. *Timber constantly wet in salt water.*—We have not to guard against decay when timber is in this situation. Tereido nevalis, a mollusk of the family Tubicolaria, Lam., soon reduces to ruins any unprotected submarine constructions of common woods. I quote from a paper read before the "Institute of Civil Engineers," England, illustrating the ravages of this animal:

"The sheeting at Southend pier extended from the mud to eight feet above low-water mark. The worm destroyed the timber from two feet below the surface of the mud to eight feet above low water-mark, spring-tide; and out of 35 fir-timber piles and various oak-timber piles, not one remained perfect after being up only three years." Specimens of wood, taken from a vessel that had made a voyage to Africa, are in the museum, and show how this rapid destruction is effected.

None of our native timber is exempt from these inroads. Robert Stephenson, at Bell Rock, between 1814 and 1843, found that greenheart oak, beef wood, and bullet-tree were not perforated, and teak but slightly so. Later experiments show that the "jarrah" of the East, also, is not attacked. The cost of those woods obliges us to resort to artificial protection.

The tereido never perforates below the surface of the sea-bottom, and probably does little injury above low-water mark. Its minute orifice, bored across the grain of the timber, enlarges inwards to the size of the finger, and soon becomes parallel to the fibre. The smooth circular perforation is lined throughout with a thin shell which is sometimes the only material separating the adjacent cells. The borings undoubtedly constitute the animal's food, portions of woody fibre having been found in its body. While upon the surface only the projecting siphuncles indicate the presence of the tereido, the wood within may

be absolutely honey-combed with tubes from one to four inches in length.

It was naturally supposed that poisoning the timber would poison or drive away the tereido, but Kyan's, and all other processes employing solutions of the salts of metals or alkaline earths, signally failed. This, however, is not surprising. The constant motion of sea-water soon dilutes and washes away the small quantity of soluble poison with which the wood has been injected. If any albuminate of a metallic base still remains in the wood, the poisonous properties of the injection have been destroyed by the combination. Moreover, the lower vertebrates are unaffected by poisons which kill the mammals. Indeed, it is now known that certain of the lower forms of animal life live and even fatten on such deadly agents as arsenic.

Coatings of paint or pitch are too rapidly worn away by marine action to be of much use, but timber, thoroughly creosoted with ten pounds of dead oil per cubic foot, is perfectly protected against tereido navalis. All recent authorities agree upon this point. In one instance, well authenticated, the mollusk reached the impregnated heart-wood by a hole carelessly made through the injected exterior. The animal pierced the heart-wood in several directions, but turned aside from the creosoted zone. The process and cost of "creosoting" have already been discussed.

A second destroyer of submarine wooden construction is limnoria terebrans (or L. perforata, Leach), a mollusk of the family Assellotes, Leach, resembling the sow bug. It pierces the hardest woods with cylindrical, perfectly smooth, winding holes, 1-20th to 1-15th of an inch in diameter, and about two inches deep. From ligneous matter having been found in its viscera, some have concluded that the limnoria feeds on the wood, but since other mollusks of the same genus, Pholas, bore and destroy stone-work, the perforation may serve only for the animal's dwelling. The limnoria seems to prefer tender woods, but the hardest do not escape. Green-heart oak is the only known wood which is not speedily destroyed. At the harbor of Lowestoft, England, square fourteen inch piles were, in three years, eaten down to four inches square.

While all agree that no preparation, if we except dead oil, has repelled the limnoria, an eminent English engineer has cited three cases in which that agent afforded no protection.

We do not find that timber impregnated with water-grass has been tested against this subtle foe. The experiment is certainly worthy of a trial.

A mechanical protection is found in thickly studding the surface of the timber with broad-headed iron nails. This method has proved successful. Oxidation rapidly fills the interstices between the heads, and the outside of the timber becomes coated with an impenetrable crust, so that the presence of the nails is hardly necessary.

In conclusion, we cannot but express surprise that so little is known in this country concerning preservative processes. Their employment seems to excite very little interest, and the very few works where they are being tested attract hardly any attention. Those railroads which have suspended their use assign no reasons, and those upon which the timber is injected publish no reports concerning the advantages of their particular methods. Even the National Works, upon which Kyan's process was formerly employed, have laid it aside, and now subject lumber to dampness

and alternations of wetness and dryness, without any preparation beyond seasoning. When sleepers cost fifty cents and creosoting thirty cents each, it is cheaper to hire money at seven per cent., compound interest, than to lay new sleepers at the end of seven years. Allowing any ordinary price for the removal of the old and laying down the new ties, the advantage of using Bethell's process seems evident. If some cheaper method will produce the same effects, the folly of neglecting *all* means seeking to increase the durability of the material is still more palpable.

Complete and reliable reports upon the preservation of the various species of woods experimented upon in this country are greatly needed, and we hope they may shortly appear.

Locomotives without Wheels.

It is not generally known that there is to be seen at La Louchere, close to the pretty village of Bouginal, near Paris, the extraordinary sight of a railway train ascending a steep gradient without the aid of steam, and the carriages of which are destitute of wheels. This is the invention of Monsieur L. D. Girard, a French engineer. It is founded on a new application of an old principle, viz.: that a layer of water introduced between two metal surfaces, enables them to glide on each other with as little friction as a slab of ice on the polished surface of a frozen lake.

M. Girard has conceived the idea of applying this principle to locomotion, and has successfully demonstrated that it is applicable to it. In his system wheels are dispensed with, and applying his invention to ordinary railways, it is claimed that an engine such as is now in use, with only a power to draw a train weighing say 500 tons, at the rate of 20 miles an hour, would (if constructed according to the principle of Mr. Girard) with the same expenditure of fuel, be capable of drawing double the weight at double the speed. The rails used by M. Girard are broader and higher than those on ordinary railways. Their upper surface is 20 centimetres in breadth; the wheels of the carriage being suppressed are replaced by slides or skates, which have a kind of ledge on either side so as to fit on to the rail, but not too closely. The upper part of the skate next the surface of the rail is hollowed in its center into a small groove which is pierced with holes, communicating with tubes leading to a reservoir in the carriage, in which a mass of water is subjected, by means of compressed air, to a pressure of from seven to eight atmospheres. The turning of a cock establishes the communication between the reservoir and skates. The water rushes as from a hydraulic press, through the holes in the grooves of the skates, and a layer of water is interposed between them and the rails, on which they are thus enabled to move as on the smoothest ice, the friction being thus reduced to a minimum, the tractive propelling force is also greatly reduced, and so a proportionate amount of steam power and consumption of fuel is saved, and at the same time, that great desideratum, a powerful brake, is secured—for it is only necessary to cut off the supply of water between the rails and skates, and the friction of the two surfaces resumes its intensity, and every skate becomes, *ipso facto*, a brake of so effective a character that if caution is not used in suppressing the supply of water gradually, the effect would be to produce a shock equal to that of a collision between two trains, destruc-

tive alike to passengers and carriages. So far so good, and if M. Girard confined his invention to what we have been endeavoring to describe, we would go the whole way with him, and be of opinion that it is well worthy of the attention of the practically scientific man, but he goes further and discards steam as the motive power—he adopts the Pindaric system and trusts to water power. The plan he suggests to accomplish this end is to have a tube laid between the rails, receiving water at a very great pressure from a reservoir established at a high level; the tube is provided every fifty yards with faucets, from each of which, when opened by a kind of needle projecting from the bottom of the first carriage, there issues—in a horizontal direction—a powerful jet of water, which, striking on a place prepared for it, drives the carriage on, and, according to Mr. Girard's notions, accomplishes everything the steam locomotive can possibly do, without the attendant expenses of fuel, and being also, as he says, under better control and more easily worked. However, in this respect, we don't agree with the inventor, as we hardly think the hydraulic propeller could be made practically applicable to a line of any considerable length, and therefore confine ourselves to recommending to attention that part of the invention first described, being of opinion that no reasonable exception can be taken to the use of water to diminish friction, and whether is taken into consideration the easy motion produced, the expense saved, or the powerful and effective brake power brought into application, we see no reason why in conjunction with the steam locomotive, this very ingenious invention should not be utilized on ordinary railroads.

Furnace for Copper Ores.

The merits of Haskell's water lined cupola smelting furnace consists in the water lining, which prevents its burning out, and requires no fire-brick in its construction; it can be run daily for one year on ordinary ore without needing repairs; it can be placed in running order in a few days after its arrival on the ground; it is simple in its operation, and the heat from the cupola is applied to the boiler and generates steam for the engine without extra fuel; the consumption of fuel is equal to one pound of charcoal to three and a half pounds of ore; its capacity for smelting is 20 tons of ore in 24 hours, producing 80 and 90 per cent. copper, according to the per centage of the ore; the price of the cupola furnace complete, which includes the engine and boiler, and blower to drive the blast, is only \$3,500 in gold coin, and the entire weight of the machinery is 11,000 pounds. One of these furnaces now in the Buchanan company's copper mine, on the Chowchilla river, in California, has produced within the past year over 100 tons of copper bars, during which time no expense was incurred for repairs. We trust this brief description of the economical smelting furnace will prove beneficial to those interested in copper mines.

—Reese River Reveille

It is said that certain parties in the city of San Francisco are in the possession of a process for hardening wood, which, if successful, is designed to make a revolution in the use of woods. It is contended that the process to which common red wood will be subjected will make it as durable as iron, and capable of receiving a polish equal to rosewood or mahogany.—Doubtful.

MONETARY AND COMMERCIAL.

The condition of the money market as well as business generally is not perfectly satisfactory. The uncertainty as to the course that will be adopted by Congress as to banking and currency, and the fears of the power possessed by the Secretary of the Treasury, in making erratic attacks on the currency, tend to derange the market and produce speculative changes in values. The vast accumulations of gold in the Treasury by the Secretary; and the throwing of millions on the market at once, is well calculated to produce fluctuations that are not beneficial. Our own market is close, not so much from the scarcity of means, as from the fact that a large amount is held in reserve for the pork trade, which is unusually late this season, and other causes inducing parties to hoard means.

Exchange is in good demand, and although there is no advance in prices, rates are firm.

The quotations are:

	Buying.	Selling.
New York.....	50c dis. @ par.	par @ 50c prem.
Boston.....	50c dis. @ par.	par @ 50c prem.
Philadelphia.....	50c dis. @ par.	par @ 50c prem.
Gold.....	138½	139½
Silver.....	129½ @ 130	131 @ 132

The changes in the gold market for the week have amounted to two or three per cent.

The daily changes has been as follows:

	Opening.	Highest.	Lowest.	Closing.
Nov. 29 Thanksgiving.				
" 30.....	140¾	141¾	140¾	141¾
Dec. 1.....	141	141¾	140¾	141¾
" 3.....	141	141¾	140¾	140¾
" 4.....	141¾	141¾	140¾	141¾
" 5.....	140¾	140¾	138¾	138¾

Of the New York market, the *Tribune* of Tuesday says:

"Money is quoted 7 per cent. on call, with occasional loans at 5@6 per cent. In commercial paper, no change.

"Stocks, with a moderate business, opened higher, but there was no general rush to buy, indicating confidence in a large advance. Government stocks were steady. North Carolina 6s fell to 1½ per cent., and Tennessee 6s rose ¼. Bank stocks were steady. New York Central was firm and sold at 114, and Erie touched 72½. Northwestern Common rose to 47½, and Fort Wayne to 106½. After the call prices were dull and lower, rallying at the close of the day, and finally closing at the annexed rates: New York Central, 113½ @ 113½; Erie, 72½ @ 72½; Reading, 112½ @ 112½; Michigan Southern, 82½ @ 82½; Cleveland and Pittsburg, 86½ @ 86½; Rock Island, 104½ @ 104½; Northwestern, 48½ @ 49; Northwestern Preferred, 68½ @ 68½; Fort Wayne, 106 @ 106½; Ohio and Mississippi Certificates, 30 @ 31½; Cumberland Coal, 70 @ 71; Mariposa Preferred, 30½ @ 30½.

"The Internal Revenue report shows that the Treasury receipts from this source have advanced from \$117,145,748 in 1864, to \$211,129,529 in 1865, and to \$310,906,984 in 1866. The expense of collection was \$7,689,700, or about 2½ per cent. of the aggregate receipts. This is a lower rate than that of last year, and compares favorably with the expense incurred in Great Britain and France for the same object."

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FOR SALE BY

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OIL LANDS,

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The Great Crocus Well,

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*Productive Wells all
around them.*

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STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATIONa locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,wherever steam power is used ; as at Machine Shops
Shops, Elevators, &c,

AND BY FAR,

THE BEST BILGE PUMP,

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GREAT EXCITEMENT!
\$150,000!**

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TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be dis-
tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trout brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's),.....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

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MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
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tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

	CLUB RATES.		
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35 00		
10 " " 9 00	50 " " 43 50		
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30 " " 26 35			

All orders executed by return mail. Money can be
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at our risk.AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.The best references will be furnished on application.
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ten, toJ. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

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[Aug 2, 1867.]

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.					
2, 10 " " 6 1/2 " " 35 " "					
3, 8 " " 11 " " 36 " "					
4, 8 " " 9 " " 35 " "					
5, 7 1/2 " " 6 1/2 " " 30 " "					
6, 10 " " 8 " " 40 " "					
7, 7 1/2 " " 8 " " 35 " "					

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Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

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Connects via Steubenville and Pittsburg; via Cleveland
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EARLY BREAKFAST and a FULL DAY'S BUSI-
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Workable Seams

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From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
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make iron without coaking. The iron is

Red Hematite

AND

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of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marletta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi/

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and

Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.

Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer H. use.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 "	11:00 "
URBANA.....	12:45 P. M.	12:40 A. M.
GALLION.....	3:30 "	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLVILLE.....	8:47 "	0:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	8:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

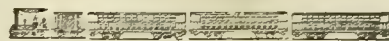
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville. arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:45 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

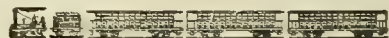
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

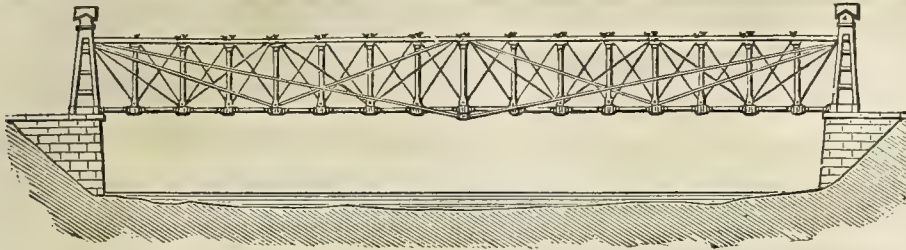
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

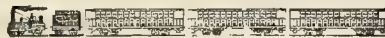
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequaled by any Railway on this Continent Sleeping Cars on night trains.

If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,
MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plane with or without axles.

WHEELS FITTED

on Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

e Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellatre, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

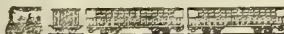
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:50 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware.

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 34 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, DECEMBER 13, 1866.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 25 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:15 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:40 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:28 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail..... 8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:28 A. M. 5:00 P. M.
Hillshire and Chillicothe Accommodation..... 4:05 P. M. 9:50 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 P. M.	5:25 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:15 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Connersville, Cambridge City and Indianapolis Mail..... 6:00 A. M. 9:30 P. M.
Connersville, Cambridge City and Indianapolis Express..... 1:30 P. M. 11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:35 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

The Treasury Report and National Finance.

In our last, we promised to take some notice of the Treasury Report. The Secretary of the Treasury offends the public taste, if not the public judgment, in two particulars. First, in delivering a lecture on political economy, which, though not so elaborate as in his last Report, is yet enough to show that the Secretary has a very profound conviction of his own knowledge on that subject; secondly, in reiterating his support of Mr. Johnson's "policy," which, whether good or bad, has been repudiated by the country. It would be better for the clerks of the President, who is himself the servant of the people, to stick to their own business. If the people want lectures on political economy or political policy, they can employ the Professors in Colleges, or their enlightened Representatives in Congress, who are ever ready to open their mouths on suitable occasions. But, let us pass to the facts of Mr. McCulloch's Report.

1. The reduction of the Public Debt. This has been great and is very gratifying. The absolute decrease of the Public Debt since August 31, 1865, is \$206,379,565. This is a period of a year and a quarter, proving our full capacity to pay off the whole debt in ten years, if we desire to do it. We regret to see in some quarters a disposition to delay the payment of the debt, by large reductions of the Internal Revenue. We trust Congress will stand firm and pay the Debt, as it may be done, in a very short time. We may not always be at peace with foreign nations, and to be out of debt, with a strong revenue, is the surest means of defence—the sinews of war.

2. This brings us to review the particulars of the Internal Revenue. These are contained in the Report of Commissioner Rollins, whose report is the best we have seen connected with the Treasury Department. The Internal revenue is thus stated:

The Commissioner remarks that the aggregate receipts of internal revenue were for the years,—

1864.....	\$117,145,748 52
1865.....	211,129,529 17
1866.....	310,906,984 17

These amounts include drawback upon goods exported and amounts refunded erroneously assessed and collected, but are exclusive of the direct tax upon lands, and the duty upon the circulation and deposits of national banks. These amounts are as follows.

A good deal of the revenue of each of these years belonged to the year previous; but, such will be the case hereafter, and this fact may be disregarded. If Congress will keep the principal classes of the Internal Tax as they are, the aggregate of this revenue will increase from year to year. The reason is obvious in the increased population and busi-

ness of the country. It is interesting to see the principal sources of this revenue.

	1864.	1865.	1866.
Stamps.....	\$5,894,045	\$11,162,302	\$15,044,372
Incomes.....	14,909,270	20,567,350	60,591,135
Distilled Spirits.....	28,431,797	15,955,701	29,198,578
Fermented Liquors.....	2,233,919	4,357,181	5,115,140
Tobacco.....	7,066,684	8,617,120	14,299,921
Iron and Steel.....	3,694,163	9,218,809	13,728,123
Petroleum.....	2,255,323	3,047,212	5,817,955
Cigars.....	1,255,424	3,672,476	3,471,438
Licenses.....	7,145,378	12,598,681	18,015,743
Banks, &c.....	4,414,769	8,928,078	7,650,069
10 Classes.....	\$77,391,761	\$97,495,900	\$173,267,915

It will be seen that the increase from 1865 to 1866, was much greater than that from 1864 to 1865. If no change is made, it will be much greater in the coming year. The revenue in the coming year from Distilled Liquors will not be less than \$40,000,000; that from Incomes, \$70,000,000; that from Tobacco and Cigars, \$30,000,000. We hope no change will be made in these and some other classes of the revenue. The income tax produces some interesting statistics. Mr. Rollins says:

The Commissioner says that he has endeavored to ascertain the precise number of persons who were assessed for an income tax in the annual list of 1866, but the Assessors' reports, especially those of the Pacific slope and other remote districts have not all been received. The country is now divided into 240 collection districts. From 185 of them the desired returns have been received. Of the \$39,953,440 51 collected in the United States up to Nov. 1—as reported to the office by the several collectors—\$34,798,726 16, or nearly 87 per cent., of the entire amount, was assessed in these districts; and of the persons who were assessed in these districts 190,189 returned an income of less than \$1,000; 162,513 of more than \$1,000 and not more \$5,000; and 31,009 of over \$5,000. These sums were all in excess of \$600 exempt by law from taxation. This ratio will be changed somewhat when the full returns are in, as a greater proportion of the larger incomes are acquired by the older States.

The whole amount received from the tax upon incomes since the passage of the law of 1862, and including the collections during the present fiscal year, already reported to this office, is \$164,865,018 05.

If we suppose, that those who return incomes of each class, have incomes between the extremes, then we have the following results, viz.:

190,189 Incomes averaging \$800.....	\$152,151,200
162,513 " " 2,500.....	416,282,500
31,000 " " 10,000.....	310,000,000

This gives incomes amounting to \$868,433,700. As this is the amount on 185 districts out of 240; that is a little over three-fourths of the whole, we have an aggregate of \$1,154,000,000, as the sum of the incomes on which the Income tax was levied. When we reflect that this is the income of only one-tenth the community, (although the others are more than half—only half,) we can form some idea how enormous is the annual income, counting wages of labor, as well as of capital for the whole people of the United States.

The points on which we differ from Mr.

McCulloch are precisely those, on which he lays the whole stress of his policy. 1. He is already the greatest Banker of the world, and yet he wants more power given him, and discretion to issue bonds, and pay off the greenbacks at his pleasure. We should give no power over it whatever. No matter how good his intentions may be, an absolute power over the currency is what no man ought to have. It is one of the highest functions of Government, and Congress ought to assume and fix the entire policy of the country in reference to finance and currency. An executive officer has no business with either. If Congress will fix a policy by law; for example, the rate and mode in which the currency will be reduced, the people will know precisely what to depend upon, and no sudden contraction or inflation will take place. 2. There is another point, which is vital in regard to financial policy. This is, whether the greenback (Government) notes shall be paid off first or last. In other words, the question is, whether the currency to be withdrawn shall be the greenbacks, or the National bank notes? This is a vital question. The principal facts in the case are these. If we withdraw the National (greenback) circulation, we must pay *twenty millions of dollars per annum* to do it! Because we can only do it by substituting 5 per cent. bonds; or, what is exactly the same thing, we pay a debt on which there is no interest, and retain one bearing interest. Again, the greenbacks are everywhere at par; and the National bank notes are not. And again, the greenbacks are the preferred currency by the people. These facts ought to be imperative against the withdrawal of the greenback currency, until we have first paid off a large part of the interest paying bonds. But, in order to resume specie payments, we must, it is said, contract the currency. Agreed, but how much must we contract it? We have already been over the ground in the RECORD and shown that we need, and can readily maintain a paper currency of *four hundred and fifty millions*. The present currency being about seven hundred millions, it follows that the amount to be withdrawn will be *two hundred and fifty millions*. Of this, we would withdraw \$200,000,000 of the National Bank currency; thirty millions of the fractional currency, and the small remainder of greenbacks. This would leave \$350,000,000 of greenbacks, and \$100,000,000 of National bank notes, quite sufficient to keep the banks in operation. With that currency we could easily resume specie payments. We shall continue this discussion in another number. 3. In the meantime, we close with an entire dissent to the idea of making bonds payable in Europe. It is unnecessary. It is displeasing to the people, and it will simply compel us to pay the interest in Europe, when it might go to our own people.

Errors in our Railroad System.

(From the New York Tribune.)

"American railroads are built with borrowed capital, and are managed in the interest of the stockholders, without very special regard for the rights of the people, for whose accommodation, it is popularly supposed, railroad companies are chartered, rights of way granted, and roads constructed.

A projected road that will require \$15,000,000 of capital to construct and equip, is usually started with a paid in capital of about \$5,000,000, and the remainder is borrowed on mortgage bonds; so that, when completed and equipped, the road and rolling stock rest under an indebtedness equal to two thirds of their full value. To pay this debt and thereby enhance the value of stocks upon which only one-third of the face has been paid in by the holder, is the first duty of the directors. The road must therefore literally earn itself, and become, in its intrinsic value, as well as in its quarterly dividends, net profit to the owners.

True, very many lines of road have not yet attained this much desired result for their stockholders; yet all are managed with a view to this end. Occasionally, despairing of speedily clearing a road of debt, the directors resort to the scheme of declaring large dividends and the issuing of additional stock, whereby large profits are made, and the road passed into the hands of new owners, from whom it is usually sold for the payment of the original mortgages.

Another sequence of the credit system of railroad building is slight and insecure structure; hastily thrown up road beds, wooden bridges, light rails, and want of ballast. Its cardinal rule is cheapness of structure; which, aside from being bad economy in the end, is at the outset exceedingly vicious. In addition, therefore, to paying the original cost of the road, the earnings are taxed to carry on the work of expensive rebuilding, almost from the day of completion. Under this system, coupled with the speculative management of stock-jobbing operations, which it creates and fosters, railroads must continue, as now, expensive luxuries to the people who use them. Reasonable rates of fare and freights are incompatible with the present ideas of railroad managers, and are unattainable under their theories of building and working roads.

A heavy item of expense also entailed on cheap built roads is the enormous bills of casualties, resulting from the wholesale destruction of life. Passengers who are not killed must be heavily taxed to pay for the lives of those less fortunate than themselves. If our road beds were laid down more solidly, and their superstructures built more substantially, railroad companies might be spared the crime of killing men and the expense of paying damages therefor; and thus, a heavy annual outlay being spared, a proportionate reduction in charges could be made without a diminution of profits in the business."

That there is much truth in the remarks of the *Tribune* relative to American Railroads, no one can deny; yet, these are not the only, and perhaps not the worst errors that have been committed in the construction of our railroads. In this country of "magnificent distances" and a scattered population, it is more difficult to obtain the necessary "millions" with which to construct railroads than in more densely populated districts, and the

only choice left to travelers of mud pikes and corduroy roads, is that of Hobson, a "cheap road," or none at all. The first subscriptions to a projected line of railroad are generally made by the not over-rich inhabitants of a newly settled district, their lands bought at \$1 25 per acre of the government, worth perhaps, nominally, with the improvements on them, \$5 per acre, and their corn 10 or 15 cents per bushel; but as soon as the road is constructed these same farms are worth from \$25 to \$40 per acre, and the corn from 50 cents to \$1 a bushel, on account of the improved transportation. Without the stock subscriptions thus obtained, the capitalists who buy the bonds, generally at not over two thirds their face, and who expect when they are negotiating them to obtain the road for the capital they advance—would not take them.

In this result, which is of almost daily occurrence, who is in the wrong, and who is injured? Where lies the fault, and where is the remedy for "cheap roads?" We do not intend to be misunderstood as advocating the construction of "cheap roads" or their economy, we are merely stating the facts. Twenty years ago there was scarcely a mile of road built west of the Ohio river; will the *Tribune* tell us how much of our present network of railroads would have been built, and how much greater would have been the taxable value of property in the west, if every mile of railroad had been by law required to be built upon the following terms and plan, as recommended by the *Tribune*.

"In England and in continental Europe, capitalists put money into railroad building as permanent investments, and are content to receive round quarterly dividends, which greatly exceed the amount of interest the capital would legally produce. The roads are, therefore, constructed in the most substantial and durable manner known to mechanic art; beds of stone, bridges of iron, and rails of steel are employed; no money is spared at the sacrifice of strength of structure. And, for this reason, these roads are run at a much smaller annual expense."

Now, this is all very well, and we commend it highly, and if the *Tribune* will only persuade the Astors, the Vanderbilts and the Stewarts of the "great financial centre" that its theory is correct and the most profitable, we will not object to their building all the yet unfinished lines, including some half dozen routes to the Pacific, on its plan; but, if they can not be so persuaded, we should like to see them built, even if they have to be constructed in the old way, viz.: so that the original stockholders will lose their investments. In this last respect the Western roads are not the only examples.

The Chicago & Northwestern Railroad Co., lessees of the Cedar Rapids & Missouri River Railroad have accepted this road as completed to Woodbine, a point 30 miles from Council Bluffs.

National Financial Policy.

For some time past there has been more or less fears in financial circles relative to the future course of the government, and many Journals who for the past six months have been the most importunate advisers of Mr. McCulloch to pursue a stringent contractive policy, and have requested him to force a return to specie payments, are, now that the Honorable Secretary has announced that he coincides with their advice, the most bitter in their denunciation of his policy. The truth is, the change cannot be made at once, and if we are not mistaken, we think the good sense of Congress will provide a sure protection against any sudden transition in the financial affairs of the country that would produce disaster to one-half of the active business men of the nation. That, however, any serious expansion of the currency is called for, we are not prepared to admit, except it should be merely to afford a reasonable amount of banking facilities for the Southern States. This might be done to the extent of one hundred millions, if strictly confined to the South, with great advantage to the material interests of the whole country, as it would promote the return of that section to its former productiveness and prosperity. National banks at the South would afford a safe means of investing Northern capital in such a manner as to stimulate the energies and develop the resources of the South, and yet would not be in such a form as would be repugnant to the pride and feelings of Southern men. In this manner the whole country would be benefited. The business of the country cannot be done on the same amount of capital that was amply sufficient before the war, and while the government has to remain a borrower to so large an amount, it would not be wise to entirely absorb its non interest bearing debt, while that portion bearing interest remains unpaid, as it would only increase the amount of interest that would have to be provided for. To prevent the enormous influx of gold into the Treasury, beyond the real wants of the government, enabling the Secretary to disturb the market at will, and spread ruin and disaster like a farmer sowing his seed, and that would also tend to enhance the value of the government issues and make them more nearly approximate the gold standard, would be for Congress to pass a law making greenbacks receivable to the amount of five, ten or twenty per cent. for customs and lands, leaving sufficient margin so there would be no fears of the government having to go into the market as purchasers of coin. This would give them a value beyond the issues of the National banks, and would tend to make the currency more stable and uniform.

If the government is to adopt a financial policy that is calculated to destroy the industrial interests of the country, it will impair

the ability of the people to pay the enormous revenue required to meet its wants and pay the national debt: but by a wise, prudent and liberal legislation, the people can bear the burdens necessarily imposed upon them, and our national indebtedness be wiped out in the course of fifteen or twenty years.

Fast Freight Lines and Express Companies.**TESTIMONY BEFORE THE SENATE COMMITTEE.****TESTIMONY OF JOHN W. GARRETT.**

BALTIMORE & OHIO RAILROAD, PRESIDENT'S }
OFFICE, BALTIMORE, NOV. 21, 1866. }

SIR: I have received your letter of the 29th ult., containing certain inquiries made in behalf of the Committee of the Senate of Ohio on the subject of "Fast Freight Lines," to which I have the honor to reply:

1. The "Lightning Express" recently established, is run upon the Baltimore & Ohio Railroad to Bellair and Parkersburg, exclusively in the interest of this Company, and no other Company or party is concerned in its management or profits.

2. Its business upon the Baltimore & Ohio Road is conducted exclusively by this Company and its officers and agents.

3. The line connects at Bellair with the Central Ohio Railroad, and at Belpre, opposite Parkersburg, with the Marietta & Cincinnati road, and it is run upon these roads upon the same system as upon the Baltimore & Ohio, and is run, or is expected to be run, upon the roads west of Columbus and Cincinnati in the same manner.

This company certainly disapproves the arrangements commonly known as "Fast Freight Lines." Experience has shown them to be injurious to the public, as they are certainly corrupting, dangerous, and expensive to the railroad companies, affording them facilities. The advantages to the community claimed for such organizations, can not be as great as well managed railroads can supply, and ought to supply, to the public directly, instead of to a class of middle men standing between them and the public.

The deductions made to the "Fast Freight Lines" by railroad companies from the regular rates constitute a drawback, or an allowance, variously estimated at from 20 to 50 per cent., which goes to the "Fast Freight Line," and of which the public receives no benefit whatever, whilst at the same time the railroad companies suffer a loss to that extent.

As further illustrating our position, the "Baltimore & Ohio Lightning Express Line" is able to deliver freight of the higher classes from Baltimore to Cincinnati in 32 hours, and from Philadelphia to Cincinnati in 38 hours, being in about one-half the time consumed by "Fast Freight Lines" between the cities named. For this service regular rates only are charged. By "Fast Freight Lines" it has not been unusual to demand a considerable advance above the regular tariff rates. Our system enables us thus to furnish extraordinary facilities to the public at reasonable rates, with profit to the railroad companies; because the earnings are retained by the companies, instead of a large share being retained or paid to the "Fast Freight Lines," as is the case wherever such organizations have been permitted to fasten themselves.

The preceding objections are fundamental,

and are inseparable from the existing system of "Fast Freight Lines," however honestly conducted. But we believe that the projectors and principal stockholders of many of the "Fast Freight Lines" are frequently officers representing the railroad companies over which the freights are transported, and the temptations to use their official power and influence for the pecuniary advantage of such organizations, instead of for the profit of the railroad companies which employ them, or the public, have doubtless often proven too great to be successfully resisted.

But these evils do not stop here. The public suffer in another form, perhaps almost to an equal extent; for unless their freights are sent by these "fast freight lines," and an advanced rate is paid by the shipper (which it must be borne in mind does not go into the treasury of the railroad company performing the service, but together with the allowances made by the railroad companies, goes to the stockholders of the "fast freight lines," and thus, in many instances, through this illegitimate channel, into the pockets of the officers and employees of the railroad companies), their goods and merchandise are delayed, and put upon slow freight trains. The equal rights of the public are thus postponed to the special accommodations of the shippers by the "Fast Freight Lines;" and the employees of the Railroad Company's, when interested in these organizations, are tempted, and tempt others, to furnish special accommodations, without scrupulous regard to the means employed.

The demoralizing tendencies of these "Fast Freight Lines," which are being so thoroughly investigated by your honorable body, are attracting marked attention among parties in Europe interested in American railways, as well as in this country.

Satterthwaite's Circular of June 27, 1866, published in London, whilst presenting the points of a discussion, which had taken place between the Pennsylvania and Baltimore & Ohio Railroad Co.'s in a convention of the Atlantic Trunk Co.'s, in regard to the "Fast Freight Lines," remarks:

"We are glad to find that railroad managers in the States are becoming alive to the loss the shareholders sustain by giving to fast freight express companies the extraordinary privileges they enjoy; in fact, to an European visiting America, who is at all conversant with railroad management, it is the thing which strikes him first as being the most vicious."

It is certainly true that no part of American railway management tends more directly to the demoralization of the service, and it must be condemned and regretted, therefore, by many upright gentlemen who are connected with our railway system.

It will afford this company satisfaction to furnish any further information in its power, which, in pursuit of your inquiries upon this subject, you may deem to be desirable.

I am, with great respect,

Your obedient servant,
JOHN W. GARRETT, President.

Hon. WARNER M. BATEMAN, Chairman of
Senate Committee, Cincinnati, O.

TESTIMONY OF JOHN NEWELL.

From the questions answered by Mr. Newell, we select the following as the more important:

In my opinion, the "fast freight lines" are advantageous to the public and to the roads on which they operate, when a fair equivalent is paid for the facilities afforded.

On routes between points having a large interchange of business, the roads composing the routes can no doubt effect and conduct organizations quite as efficient in serving the public as the private companies, and with greater profit to themselves than is generally realized from the business done by the private companies. When freights are collected from scattered sources. I think it may be done advantageously to the roads by means of the private companies.

The risk of accident to passenger trains is, in my opinion, increased by hauling freight cars in them.

Sandusky, Mansfield & Newark Railroad.

The earnings and expenses of this road for the year ending December 31st, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers.....	\$185,126 85	\$207,540 79
" freight.....	174,915 13	188,203 15
" mails, exp., etc.	22,765 53	26,172 88
	\$362,807 51	\$421,916 82

Expenses, viz:	1864.	1865.
Repairs of engines.....	\$34,680 72	\$34,040 92
" cars.....	50,362 82	36,312 85
" track.....	57,157 13	83,484 45
Train expenses.....	37,500 07	46,411 89
Station ".....	24,806 08	29,158 97
Shop ".....	7,126 94	5,992 90
Fuel ".....	21,561 34	34,555 11
Oil and waste.....	6,570 20	6,522 86
Salaries, etc.....	24,377 57	29,114 56

	\$262,142 87	\$305,594 51
Less paid toward change of gauge included in the above expenses.....	88,823 24	49,810 98

	\$193,319 63	\$255,783 53
Net earnings.....	\$189,487 88	\$166,133 29

Compared with the previous year the gross earnings of 1865 show an increase of \$39,109 31; with an increase in operating expenses of \$62,463 90—making a decrease in net earnings of \$23,354 59. The report says:

Several causes have contributed to diminish the gross earnings, among the most prominent of which are the following: The want of Freight Cars, which was severely felt: during the winter of 1864-5 the depredations of the enemy on the line of the Baltimore and Ohio Railroad were frequent and the interruptions from this and other impediments encumbered the side tracks west of the Ohio River for the distance of 140 miles, for weeks, with cars of Baltimore and Chicago Freight: the wheat crop in Ohio, the past season, proved a failure, and our extensive accommodations at Sandusky, for this business, were rendered useless.

Notwithstanding these drawbacks, the amount of our earnings was quite as large as was expected, and the annexed tables show the sources from whence they were derived. A large portion of the traffic would have been lost to the company but for the change of the gauge.

The decline of the revenue in the month of December was rapid, and the prospects for business at remunerative rates, and are not very promising for the immediate future.

A reduction in the price of labor and material, and the most rigid economy in Railroad management will be required, to afford any prospect of fair returns. It is some satisfaction to be able to draw encour-

agement for the future from sources that failed us in the past.

Nor are there wanting additional reasons for hope. The opening of the Panhandle Railroad has given us a new route to Pittsburgh.

The business with that city over your line in connection with the West, by Monroeville and Sandusky, has been much abridged by the completion of the Pittsburgh, Ft. Wayne and Chicago Railroad and by the consolidation of the interest of the last mentioned road with the Cleveland and Pittsburgh Railroad. We expect to regain a portion of that business.

The channel giving access to the harbor at this place has been deepened the last summer and fall, and arrangements have been made to run two side-wheel steamers, making a daily line, between here and Detroit; also two propellers owned at this end of the line, between this place and Buffalo.

The net earnings of your road are not as large as was expected. The anticipated reduction in the price of labor and material has not been realized.

The funding of the past due coupons has progressed satisfactorily. Those on the whole series of 1,290 bonds have been presented, except 40, which are known to be in the hands of heirs and executors of estates.

When these are funded the "Funded Bond Debt" will amount to \$730,753 35. The interest coupons not funded due in January and July, on both classes, were paid.

Since the alteration of the gauge there has been placed on the track the four locomotives purchased, and five rebuilt, besides the two rendered useless by the collision in 1864.

Other additions have been made as mentioned in the report of the superintendent, appended.

By consulting the annexed tables of monthly earnings and expenses it will be seen that nearly all the net earnings up to July 1st were applied in providing rolling stock, and these and the other tables show that the net revenue received since the 1st of July has been used to pay debts made to meet the interest, and some old wheat liabilities of the company.

We have now but seven passenger cars on our line, and must have three more. Two are under contract, one we expect to build.

The general increase in the price of labor and materials has rendered the calculations of both my predecessor and myself erroneous. The necessary increase of expenditures, even though kept down to the lowest point possible, has hitherto absorbed a much larger proportion of the earnings than was expected; and will continue to do so.

The report of Mr. Stewart, our superintendent, shows the increase in equipment and additions made the past, and also the wants of the current year.

Believing that all expenditures will be materially lessened by postponement, it has been thought expedient to keep them within as narrow limits as is compatible with the necessities of the company, the more especially as this expenditure is provided for by withholding the interest from the bondholders.

The last annual report shows that it was not expected we could pay expenses and the interests on the bonds, and also provide the additional equipment from the earnings.

All the bondholders consulted, advised against issuing bonds and placing them on the market to obtain money for that purpose.

The withholding two coupons on all the bonds would amount to \$141,000, but it is believed to be more acceptable to the bond-

holders, generally, to pay the interest on the "funded bonds" and fund the coupons of the original. Three coupons of the original bonds falling due January and July 1866, and January 1867, will amount to \$135,450 and when funded will increase our "Funded Bond Debt" by that amount. Three of those funded, to be paid, amount to \$76,650.

The "Funded Bonds" to be issued on this basis will include interest from July 1st, 1866; that being the exact intermediate period of time between the dates when the coupons fall due.

Mr. C. F. Timpson is continued as the Trustee, and Mr. E. T. H. Gibson as the Agent to complete the funding of these additional coupons.

The receipts into the Treasury from all sources during the year, including \$11,171 95 from previous year, were \$591,986 32; and the disbursements were:

Paid to other roads on account ticket and freight departments.....	\$117,292 53
Remitted to N. Y. and paid on account of interest coupons, interest and redemption Domestic Bonds.....	57,674 11
Paid coupons of Funded Bonds.....	13,521 82
Taxes, U. S., State and county.....	25,069 75
Short grain.....	5,292 45
Operating expenses, etc.....	363,655 61
Fencing road.....	504 80
Balance in Treasury, Dec. 31, 1865	8,970 23

\$591,986 32

The income account of the company for the ending December 31, 1865, is as follows:

Balance December 31, 1864.....	\$90,203 59
Receipts from operating the road.....	429,938 52

	\$502,157 11
Operating expenses, as above.....	\$305,594 51
Interest on bonded debt.....	110,797 81
Interest and exchange.....	669 85
U. S. Taxes.....	11,622 84
State and county taxes.....	13,446 88
Short grain account.....	5,292 45
Special expense account.....	2,648 64
Attorney's fees, etc.....	1,575 87
Balance December 31, 1865.....	50,508 26

\$502,157 11

The Superintendent, in his report, says there were 42,936 new cross ties, 160 tons new rails, 36 tons rails re-rolled, 1,098 tons rails repaired, 13½ tons rail spikes, and 6,426 wrought iron chairs used in improving and maintaining the track during the year. Also 673 yards of masonry have been built to take the place of some carried away by high water last spring; 972 feet of new bridging and 42 new cattle guards and small culverts have been built at different points.

The company have nine locomotives on the road, two of them were built during the past year. The cars owned by the company January 1st, 1866, are as follows: 7 passenger, 4 baggage, 2 caboose, 2 mail, 20 stock, 82 box, 28 merchandise, 42 platform, 15 coal, 20 hand and 18 ditching. Of the above, 20 freight cars, 7 hand cars and 8 ditching cars were built during the past year.

The following statement will show the amount of the extraordinary expenses in detail:

One baggage, 4 box and 15 coal cars.....	\$17,600 00
Two locomotives.....	22,000 00
New house at Prouts.....	600 00
Paid on grain.....	5,057 28
New masonry.....	1,718 00

New water station at Shelby.....	1,378 75
For opening the harbor.....	400 00
Dredging about the docks at Sandusky.....	239 45
In part payment for lots.....	817 50
Total.....	\$49,810 98

The number of passengers carried in 1864, 189,646, of which 9,372 were through, and 180,274 were way; in 1865, 204,231, of which 8,676 were through, and 195,555 were way—showing an increase in 1865 of 14,585. Miles run by locomotives, 241,240.

CONDENSED BALANCE SHEET, DEC. 30, 1866.	
Capital stock.....	\$896,637 81
Due receiver.....	1,566 00
First mortgage bonds.....	1,290,000 00
Domestic bonds unpaid.....	1,800 00
Bills payable.....	12,036 81
Due other roads.....	8,854 41
December pay-roll unpaid.....	13,792 57
Individual accounts.....	4,136 74
	\$2,228,824 34

Railroad and equipment.....	\$2,189,890 53
Balance in hands of agents.....	2,813 36
U S for transporting the mails.....	5,903 72
Fund to pay funded coupons.....	13,521 82
Individual accounts.....	7,724 68
Cash in Treasury.....	8,970 23
	\$2,228,824 34

President.—C. L. BOULT.

Directors.—Hon. C. L. Boulton, John Gardiner, Hon. E. B. Sadler, H. P. Warden, John W. Sprague, Samuel M. Robinson, L. J. Tracy, James Lyon and J. Buckingham.

Superintendent.—JAS. H. STEWART.

Treasurer.—L. P. WHELOCK.

The receipts of the Western Union Railroad Company, for the week ending December 7,

	1866.	1865.	Inc.	Dec.
Freight.....	\$3,876 85	\$5,710 01	\$166 77	
Passengers.....	2,960 72	3,325 54		364 82
Express.....	250 00	130 22	119 78	
Mail.....	379 91	296 58	83 33	
Totals.....	\$9,467 48	\$9,462 42		

Receipts from January 1, to December 7,—

1866.....	\$769,035 61
1865.....	661,015 37
Increase.....	\$108,020 37

CENTRAL OHIO RAILROAD.—At a meeting of the Central Ohio Company, held at Zanesville, Ohio, on the 21st Nov., a contract was approved by the terms of which the Central was leased to the Baltimore and Ohio Company for twenty years, either party reserving the right to terminate the lease at the end of five years. The Baltimore and Ohio Company assumed control on the 1st Dec., and will at once proceed to put the road in complete repair. By the terms of the contract, the Central Ohio is to have 35 per cent. of the gross earnings during the first five years, and 40 per cent. thereafter.

RAILROAD BETWEEN HONESDALE AND HAWLEY, PA.—The Honesdale Herald says: "It is now established almost to a certainty, that we shall have railroad facilities between this place and Hawley before another year shall have rolled around. Already a corps of surveyors are engaged in staking out the route, and it only remains for the most favorable arrangement to be made with the Erie Company before the work of excavation shall be commenced. The entire amount of stock requisite has been subscribed."

THE CENTRAL PACIFIC RAILROAD OF CALIFORNIA.—The President of the Central Pacific Railroad of California has transmitted a report to the Secretary of the Interior. It represents the road as completed and running to Cisco, twelve miles west of the summit of the Sierra Nevada, making a distance of ninety-four miles from Sacramento, reaching at that point an elevation of about sixteen hundred feet above tide-water at Sacramento. The grades are necessarily high to surmount the summit, which is seven thousand feet above the sea level, after which it is without any undulating grades, the rise being constant. The highest grade used, the minimum authorized by law, is one hundred and sixteen feet per mile, of which there are three and a half miles. Trains are now run over this portion of the road at the rate of twenty-five miles, and freight trains at the rate of twelve miles per hour. A force is now engaged in constructing a tunnel, sixteen hundred feet in length, at the summit of the Sierra Nevada, and one of nine hundred feet, seven miles east of the summit. The examinations and surveys indicate the valley of the Humboldt, recommended by General J. H. Simpson, United States Corps of Engineers, Chief Engineer Department of the Interior, as the most desirable route for a railroad through the State of Nevada; and by making a long section to the northward, it is believed that Salt Lake can be reached in a less distance by following the valley up this river to its source than by any other practicable route. During the year 1867 it is expected that the road will reach to the big bend of the Truckee, to which point the road has been permanently located—a distance from Sacramento of one hundred and ninety-five miles. The company has expended on the road and equipments, and for materials purchased and now in transit from New York to San Francisco, over \$12,000,000, and it is confidently expected by them that the road will be completed to Salt Lake City next year.—*New York Herald*, November 10.

THE UNION PACIFIC RAILROAD COMPANY, as we are informed, at a meeting of the Directors held Saturday last, at New York, adopted what was described as the "Lone Tree and Crow Creek Route" across the main summit of the Rocky Mountains, on a parallel distant about one hundred miles north of Denver.

The signs are unmistakable that the line which starts from Omaha will be pushed through direct to Salt Lake City, there to connect with the Central Pacific Railroad of California. And as both the Pacific railroads this present year so rapidly pushed across the plains, have been built for a less sum per mile than the sixteen thousand dollars per mile paid in bonds of the Government, secured by a second mortgage on the road, leaving the capital shares and also the immense grants of public land all bonus, it will be well for Congress to look into the business of Pacific railroad making, so that, at the coming session, members may act intelligently on applications for supplemental favors.

Besides, it would be interesting to know the amount of earnings per month of the two roads opened respectively from Omaha and Kansas City, exclusive of charges imposed on materials hauled for contractors, on each progressing line.—*Mining Register*.

The Burlington & Missouri River Railroad advertise to receive proposals for grading, bridging, tying and laying the track of their road 66 miles west of Charlton.

Self-Acting Hydraulic Coal-Cutting Machine.

In the general detail of mining operations, the cutting away of the under portion of a valuable seam or bed of mineral to facilitate its subsequent removal, is at all times one of the most laborious and difficult operations, and is often effected by the miner under the greatest physical disadvantages; more especially when the seam of coal is very thin, and is cut on the "end" to improve its salable qualities. This "holeing," "bareing," or "kirving," or "undercutting," is usually performed by about 40 blows per minute from a pick, handled with such experience as to cut 3 to 4 feet under, at the rate of 1 to 1½ yards lineal per hour, and destroying much of the coal to make room for the operator, and enable him to work partly into the hole, to produce the requisite depth for a fall.

The speed and effort with which this picking tool is moved, combined with its weight, represent the power of one man applied in the shape of "percussive force," and this, under advantageous circumstances, is equal to about one-sixth of a horse power. The miner could not, with his limited power, force his pick, or any other shaped tool, into the coal as if he were cutting cheese; he is like the mechanic, who has to chip all his iron work with hammer and chisel, for want of a planing or slotting machine, and must reduce it by little as best he can; "in lieu" of suitable mechanical expedients concentrate and apply power in a continuous, undeviating, and determined line. Yet the introduction of planing or slotting machines has not injured the mechanic, nor the morticing machine the joiner. There is ample work which the machine cannot do, and there are innumerable mines where no machinery can compete with the skilled miner. To apply the power of horses in lieu of manumotive power, even though one horse is as powerful as six men, is practically very difficult. The power of both is dependent on the produce of cultivated lands; and the fewer horses required the cheaper the necessities for human sustenance.

There is yet a far more effective substitute for the power of both man and horse, which has been inviting our use for centuries, in the form of what George Stephenson conceived to be "bottled up sunshine." A coal feed steam engine of one horse power is twelve times cheaper than one animal horse power, and our obedient servant for twenty-four hours daily, consuming the produce of our uncultivated lands on which the sun shone ages ago.

Now, it is desirable that in many favorable circumstances this "undercutting operation" of the miners should be accomplished indirectly by this steam power, and one of the practical methods of accomplishing this object is the subject of the present consideration.

If one collier had the power of say 18 men, and, when necessary, could make himself down 2 feet high, and hold himself down upon the floor of the mine by pressing his head against the roof, and hold firm in his hands a kind of cheese scoop, in lieu of a pick, and could force it steadily into the coal at the necessary height from the floor, and to the required depth, he would then be exactly what is in many cases wanted. He would be a traveling morticing machine, and do more in one minute than 700 blows from a hand-wrought pick can do, and would, in fairness, demand a very stiff wage, which he would undoubtedly obtain.

This is what the iron man or hydraulic coal-cutter accomplishes. "He" is, if necessary, 2

feet high, has four legs, of adjustable length; his head is also adjustable to touch the roof, and he weighs one ton. He is fed by a 2-inch flexible pipe, with sober drink at 300 lbs. pressure, and at the rate of 30 gallons per minute.

This water pressure acts vertically on a 5 inch piston pressing against the roof, and horizontally on one about the same size, reciprocating 18 inches, and 15 to 20 times in a minute. There is a pressure of 5,000 lbs. against roof, and the same pressure acting horizontally, forcing 3 "cheese scoops" into the coal. These cutting tools are 3 inches wide and penetrate 4 feet, with a power equal to 5 horses or 18 men; and this is effected by a consumption of 50 lbs. of coal per hour to feed the boiler of the engine, which makes the water pressure, and pumps the same over again. Thus this automaton iron man is dead-fast when forcing the cutters into the coal, and only requires to lower his head 1 inch at the return or back stroke, and advance, which he does also self-acting, at its termination, $\frac{1}{2}$ an inch to cutting stroke; his sober veins being filled by incompressible if not exhilarating "water," and retained therein by a keep-valve for the necessary time, enabling him at that moment to defy the roof to crush him. This self-acting hydraulic coal-cutting machine, or "iron man," which has now been two years at work, is the miners' best friend. It does not dispense with his labor, but performs for him the undercutting, a most laborious operation, either in the end or face of coal, and in a more efficient and economical manner than he can do it himself. The coal so operated upon by the machine does not fall forward when becoming detached from the roof, but settles on the lower bed, thereby avoiding serious accidents. The saving in coal alone more than pays for outlay; and it is practicable to cut with the most perfect ease into the floor of the mine, thus preventing all waste of coal whatever. The size of the coal is improved, the amount of slack is considerably reduced, and a single seam will yield more by one thousand tons of coal per acre, than when worked by hand labor in the usual manner.

The machine undercuts "holes," or "kirves," with a man and boy as attendants, and completes the work with once going over, at the rate of fifteen yards per hour, and at any angle and height from floor or rails, being suitable for either "dip" or "rise" workings, and is capable of cutting the thinnest seams. The pressure of water which actuates this apparatus can be obtained either from the stand-pipes in the pit, or from pumps attached to any existing engine, or from an engine and pumps specially made for the purpose. The quantity necessary is only what is sufficient to fill the circuit of the pipes, using it over again when desirable, as in the Bramah press. Any idea of a large volume of water being necessary may therefore, at once be dispelled. There is also no leakage whatever.

Each machine uses thirty gallons per minute, at about 300 lbs. pressure, according to the hardness of the coal or mineral to be operated upon. In cutting the shale of the Cleveland ironstone band, a somewhat greater pressure is found to be necessary. There is no limit to the pressure of water that may be used, nor the distance it may be forced without loss of power, beyond that due to its friction along the pipes. The same water pressure is also applicable to work pumps and rotative engines for hauling, &c., and other requirements in the mine, at a distance from the engine power. In cases where there is a fall of water, say of

100 lbs pressure, it can be "intensified" by a self-acting machine to 400 lbs. pressure, to work the coal-cutter, but sacrificing three-fourths of the bulk, which is thereby set free.

The water is supplied in a continuous stream; it is, in fact, the medium through which the mechanical power is applied direct from the first coal-fed motor, (a steam engine and pumps) in lieu of the usually developed power derived from vital energy, and applied to the handle of a pick, effecting the desired object by a series of percussive blows or impacts. The power of six men is equal to one horse, and is six times more costly; and the power of one horse steam motor, or engine, is eighty times cheaper than six men. The machine is about three horse power, and weighs one ton, and will work either right or left. It is self-acting in all movements, and will ascend the steepest gradients. Being simple in all its parts, it is not liable to get out of order, and is easily managed by an ordinary miner, and transported from place to place, on ordinary rails, about the mine.

Although the length of stroke of each cutting tool is eighteen inches, the practical cutting length is sixteen inches, and, consequently, the three cutters jointly give a total effective depth of 4 feet at each stroke of the machine, finishing the work as it goes along. The mechanism employed consists of hydraulic reciprocating engine, adjustable to any height and angle, having a self-acting valve motion. The cylinder is four and a half inches diameter, and lined with brass, and the piston made tight with ordinary hydraulic leathers, easily renewable. Within the piston-rod is attached the cutter bar of steel, carrying the tools or cutters. These can be varied in number to suit the depth to be holed at one operation. The cutting tools are of double sheer steel, easily made, and very strong, and can be removed and replaced in a few moments; they are readily sharpened on an ordinary grindstone. The cutter-bar is also removable, when transporting the machine from place to place, for which purpose the main cylinder is, for the time being, placed longitudinal with the rails.

The machine in operation fixes itself dead-fast upon the rails during the cutting stroke, and release itself at the back or return stroke, and traverses forwards the requisite amount for the next cut, without any manual labor. Should the tools be prevented making the full stroke at one cut, they will continue to make more strokes at the same place, until the maximum depth is attained, when "only" the machine will traverse itself forward the required amount for the next cut. Thus, at one operation, a uniform straight depth is attained, parallel with the rails, inducing an even fracture when the coals are brought down, and thereby a straight line for the new coal face. There is no percussive action, either against the roof or into the coal, but simply a concentrated pressure, producing a steady reciprocating motion, at fifteen strokes per minute. There is, consequently, no dust or noise, and little wear and tear. For the same reason, when cutting pyrites, the tools throw out no sparks, and the workman can hear any movement in the coal or roof.

The required height from the line of rails in the "holeing," "kirving," or "boring" varies in different mines. It follows that the hydraulic cutting cylinder, and its direct action cutting tools have sometimes to be arranged above the carriage, and sometimes beneath the main carriage, or close down upon the rails.—*Lon. Civ. Eng. Jour.*

Coal Supply.

The New York *Railroad Journal* furnishes the following interesting statistics relative to the coal product of this country.

The coal fields of the United States extend over an area of one hundred and forty-six thousand square miles—those of Great Britain about twelve thousand square miles. The amount of coal mined in the United States in 1865 was seventeen and a half million tons, which will be increased this year to upwards of twenty million tons. The mines of Great Britain produced in 1865, ninety-eight million tons. Those facts, in contrast, forcibly illustrate the inexhaustible resources of the United States, and indicate a future of almost fabulous National wealth; but at the same time it is too apparent to be denied, that notwithstanding the very great advantages of the rarest facilities in mining, and close proximity to the great tide water markets, the development of these vast fields has not kept pace with the internal improvement and manufacturing progress of the country. The reason for this has been the prevalence, for many years, particularly in the principal anthracite producing sections, of a most pernicious system by which the chief transporting companies and a few strong operators, who are both miners and dealers in coal have been enabled to take and keep the control of the market; regulating prices by an increased or diminished supply, and advances in the rates of transportation to meet their purposes. The natural tendency of such a system is to crush out all true enterprise, while it is the direct source of all those troubles and difficulties so constantly occurring in those regions where by its practice the trade is rendered uncertain, and the living of the miner precarious. It yields immense profits to transporting companies, but its influence on the trade is unnatural and disastrous, checking the growth of manufacturing industry and imposing upon all classes of the community an onerous and needless tax. When, as within the last two years, we see the iron mills and furnaces on the Lehigh and along the Schuylkill, with the means of both rail and water transportation, absolutely suspending operations in consequence of the heavy cost of fuel, we realize that there are evils which even tariffs will not correct; that competition in coal transportation is as necessary as in mining, and that we must look to new avenues to secure for our manufacturers, our steam marine, and all classes of consumers the full benefits of a constant and ample supply of cheap fuel.

The principal coal producing State is Pennsylvania, and her mines as well from their advantageous location as their prolific and practically inexhaustible character, must continue to be drawn upon for many years to come for the chief supply of the seaboard markets. The great anthracite field, indeed, lying east of the Susquehanna, is almost an appendage of our metropolis, while new routes of transportation will in a very short time bring us to the soft coals of the Broad Top and Allegheny regions at greatly diminished cost. The first shipments from the Lehigh region were made in 1820, in which year three hundred and sixty-five tons were sent to market. The Schuylkill Canal was opened two years later, and in 1829 the Delaware and Hudson Canal. In 1830 the supply had increased to 174,734 tons; in 1840 to 841,584 tons; in 1850 to 3,177,537 tons, and in 1860 to 8,151,567 tons. The total supply of anthracite in 1865 from the Schuylkill, Lehigh and Wyoming re-

giots was 9,488,396 tons, being half a million tons less than the previous year. The yield of semi-anthracite from the Broad Top and Susquehanna River regions was 479,991 tons, and of bituminous from the Allegheny and other regions 3,679,632 tons. The product of hard and soft coal in all the States in 1865, was as follows:

Pennsylvania.....	13,648,019 tons.
Ohio	1,440,159 "
Illinois.....	1,160,622 "
Maryland.....	903,495 "
West Virginia.....	279,343 "
Indiana.....	158,438 "
Kentucky.....	91,113 "
Missouri.....	87,072 "
Iowa.....	62,508 "
California.....	32,877 "
Virginia.....	30,958 "
Washington.....	19,214 "
Michigan.....	17,097 "
Tennessee.....	13,662 "
Rhode Island.....	8,060 "
Oregon.....	2,048 "
Kansas.....	1,913 "
Utah.....	817 "

Telegraphic Fac-similes.

Mr. Cyrus W. Field has brought out to this country a number of very interesting specimens of the system of telegraphing now in operation between Paris and Lyons, and Paris and Bordeaux, by which exact copies of the message are produced at either extremity of the lines solely by mechanical means. The message is written on prepared paper, covered with a lead-colored surface, which is a non-conductor of the electric fluid. The writing or drawing in the ink furnished for the purpose, changes the points touched by it to the opposite electrical character. The pendulum is swinging at each end of the circuit in unison. Its upper end is divided into points, say, like a fine tooth comb. The message being passed over these at one end sends a current to correspond with the writing on lines, and produces an exact copy of the original upon the prepared paper held to the vibrating pendulum in the distant city. Thus a fac-simile of writing and signature is furnished without any skill of the operator. A drawing of the likeness of a thief or absconding clerk is reproduced with minute faithfulness. Patterns of machinery, patterns for bonnets, hieroglyphics, messages in Chinese, or in any unknown tongue, are copied with as little trouble as the simplest letters of a familiar alphabet. Some notice of this have been given in foreign journals, but no mere verbal description can convey a full idea of the wonderful process. The Hibernian who insisted, some years ago, that the telegraphic operator should forward his photograph over the wires to his sweetheart was only a little ahead of his age, since this can now be done without the slightest trouble, provided the likeness be taken on the proper material.—*N. Y. Journal of Commerce*. [This seems very wonderful; but it was all done by Bakewell's telegraph, sixteen or eighteen years ago.—*Artisan*.

THE SUSQUEHANNA BRIDGE.—The first engine passed over the new bridge across the Susquehanna at Havre de Grace on Nov. 20. A very large force is at work on the bridge, and on Sunday, Dec. 2, the trains are to go over it, and the ferry boat dispensed with. This will shorten the time between Philadelphia and Baltimore by thirty minutes.—*Philadelphia Inquirer*.

ANALYSIS OF COLORADO COAL.—Mr. Darby has shown us a letter from Prof. Alfred Du Bois, of the South Park, on the Bellemonte coal fields, which contains the following: "The coal is of good quality. A specimen taken from the level in the large vein nearest the furnace yielded to a technical assay, 41 per cent. of coke. For your uses in manufacturing iron, the coking would reduce this amount and render it comparatively harmless. The ash was not determined, but the amount is small." This would seem to show that the coal at Bellemonte can be coked, and that it yields above the average.

Mr. Ira Austin is opening a coal bank on Coal creek, about 18 miles from Denver. He sunk a shaft 30 feet, and is running south into a huge bluff, the vein now 11 feet thick, then a foot of mixed rock and very hard coal, then 3 more feet of coal, and growing gradually thicker as they go south. The bed of the vein is fire-clay, into which they have gone 4 feet. It is considered probable there is more coal under the clay. The lower 3 feet of the bed is almost as hard as anthracite, and the coal grows harder the further they get in. It sells at the mouth of the shaft for \$5 a ton, and the demand exceeds the supply.—*Black Hawk Journal*, Nov. 6.

The Chicago & Northwestern Railway Company have pushed their track to within 36 miles of Omaha. One month or less, will place us in direct communication with that city. The grading is nearly completed on the whole route; the ties and rails are on the ground; and the work of track laying progresses at the rate of over a mile a day.—*West-Gazette*.

An excursion party from Milwaukee and Prairie du Chien celebrated the opening of the McGregor Railroad in Iowa, 66 miles from the Mississippi river. On returning from Cresco, a banquet was given the party by the citizens of McGregor, at which 600 persons sat down.

The water power at Augusta lately purchased by the Spragues, of Rhode Island, is estimated to be sufficient to turn 1,200,000 spindles, or more than twice the number at Lowell.

The Charleston & Savannah Railroad subject to sundry heirs, was sold on the 20th of November, at auction, to Joseph H. Taylor and others, for \$30,000 cash.

The route to Norfolk from Philadelphia via Philadelphia, Wilmington and Baltimore and Delaware Railroads, was formally opened on the 26th November.

The Richmond *Dispatch* states that operations have been stopped on the York River Railroad. The road has been completed as far as the Chickahominy.

The Sand Patch Tunnel on the Pittsburg and Connellsville Railroad has been cut through. Its total length is 4,750 feet. Width, 22 feet. Height, 19 feet.

The estimated cost of the right of way through Jasper county on the line of the Chicago, Rock Island and Pacific Railroad is \$8,842 75.

MONEY AND COMMERCIAL.

The condition of our money market has not materially altered since our last week's issue. There is a moderate demand for money to meet old engagements, which it is necessary for bankers to aid their customers in meeting; but the general depression in business, and the sort of "waiting for something to turn up," on the part of almost every body, has prevented the necessity of a demand for money for the general purposes of trade. This feverish condition of finances will, no doubt, continue until the question is definitely settled as to what is to be the policy of the government—contraction, expansion, or the present normal condition. The difference in the views as to the price of pork, between feeders and packers, has enabled bankers to further accumulate means and strengthen their position. The rates of discount are varied from different causes, from 6 to 12 per cent.

Exchange is abundant, and the market weak. The quotations have more margin than usual, they are as follows:

	Buying.	Selling.
New York.....	110 dis @ par.	par @ 50c prem.
Philadelphia.....	110 dis @ par.	par @ 50c prem.
Boston.....	110 dis @ par.	par @ 50c prem.
Gold.....	137 1/2	137 1/2
Silver.....	12 @ 129	130 @ 131

The New York gold market has had a downward tendency all the week. The daily fluctuations have been:

	Opening.	Highest.	Lowest.	Closing.
Dec. 7.....	138 1/2	138 1/2	138 1/2	138 1/2
" 8.....	137 1/2	137 1/2	137 1/2	137 1/2
" 10.....	137 1/2	137 1/2	137 1/2	137 1/2
" 11.....	137 1/2	137 1/2	137 1/2	137 1/2
" 12.....	138	138	137 1/2	137 1/2

The *Tribune* of Tuesday says, of the New York market, that—

"Money is active at 6@7 per cent. The Trust Companies get 6 readily upon government bonds, and 7 upon the usual street collaterals. Leading houses borrow at 7, but borrowers generally pay 7 per cent. In commercial paper no change.

Government stocks are barely sustained, the investment demand being insufficient to absorb the amount thrown upon the market by parties in trade wanting money. Old 5-20s fell 1/2 per cent., and new of 1865 1/4 per cent.; 10-40s fell 1/2; Missouri 6s fell 1/2. In Railway bonds a small business at former rates. Railway shares are higher under the bank statement which is considered encouraging by operators for an advance; North Western stocks continue to attract the chief attention of dealers and close at 53 1/2 for the Common and 73 1/2 for the Preferred, which is equal to a recovery of the recent dividend. The closing prices were: N. Y. Central 111 1/2 @ 111 1/2; Erie, 72 1/2 @ 72 1/2; Hudson River, 121; Reading, 110 @ 110 1/2; Michigan Southern, 80 1/2 @ 80 1/2; Cleveland and Pittsburgh, 86 1/2 @ 86 1/2; Rock Island, 104 1/2 @ 104 1/2; North Western, 53 1/2 @ 53 1/2; do., preferred, 73 1/2 @ 73 1/2; Fort Wayne, 105 1/2 @ 105 1/2; Ohio and Mississippi Certificates, 29 1/2."

Common salt, when mixed with animal substances in large proportions, arrests decomposition; but when used in small quantities it considerably accelerates putrefaction.

VERY CHOICE :

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

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167 Walnut Street,

CINCINNATI.

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATIONa locomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,wherever steam power is used ; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,

48 Dey Street,

NEW YORK

**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be dis-
tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " " House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/2 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trouting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " " Pianos, (Steinway's and Chickering's).....	5,000
40 " " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,
*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
itively at the time appointed.**No Postponement to take place on any
consideration..**Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

	CLUB RATES.	
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35 00	
10 " " " 9 00	50 " " " 43 50	
20 " " " 17 50	100 " " " 85 00	
30 " " " 26 35		

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten, toJ. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

CHEAP

OIL LANDS

IN

Eastern Kentucky.**40,000 ACRES**

CHEAP

Oil Land Leases

IN

Middle Tennessee.

NEAR THE

CUMBERLAND RIVER.

FOR SALE BY

T. WRIGHTSON.WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS*Cambridge, Ind.***REFERENCES.**B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & C.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., India: ago
[Aug. 2, tf.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.**THE CORK CAR SPRING COMPANY**

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6 1/2 " " 35 " "			
3, 8 " " 11 " " 36 " "			
4, 8 " " 9 " " 35 " "			
5, 7 1/2 " " 6 1/2 " " 30 " "			
6, 10 " " 8 " " 40 " "			
7, 7 1/2 " " 8 " " 35 " "			

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5**Workable Seams**

OF

COALFrom **3 1/2** to **15** Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

L. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
Cleveland, Columbus & Cincinnati.

T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2, Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Portia & Burlington.

New York Central.

G. B. Gibson, S. W. Passenger Agent, W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer H. use.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.	
DAYTON.....	10:50 "	11:00 "	
URBANA.....	12:45 P. M.	12:40 A. M.	
GALLON.....	3:30 "	3:35 "	
MANSFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
OLEAN.....	6:38 "	7:55 "	
HORNELLSVILLE.....	8:47 "	9:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BI GHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	7:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:30 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

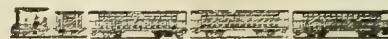
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:20 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:53 a. m.; Allentown at 12:12 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

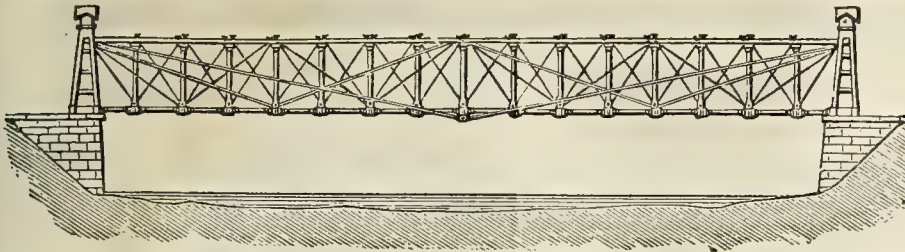
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at 9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati 6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
11:17 Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 69 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

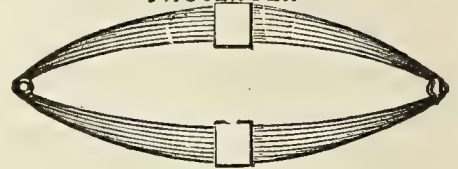
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for
Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the **ONLY ROUTE** by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....7:00 A. M. 10:50 P. M.
For St. Louis and Cairo and Louisville.....7:15 P. M. 7:20 A. M.
For Louisville—Special Train.....3:45 P. M. 2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

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4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.
On Sundays, 4.30 A. M.; 11.30 P. M.
Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.0 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.
Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:

THURSDAY, DECEMBER 20, 1866

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

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	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:15 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:30 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:40 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue. Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	8:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:30 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

What is to be our National Currency?

Mr. Cook offered a resolution directing the Committee on Banking and Currency to inquire into the expediency of providing by law for the withdrawal of currency issued by National Banks, and supplying its place with legal tender notes issued by the Government. Mr. Cook moved the previous question, which was seconded by yeas, 58; nays, 38.

Mr. BRANDEGER called for the yeas and nays. He wanted to see who were in favor of destroying the National Banks. Yeas, 65; nays, 68.

Resolution rejected.

—Journal of Congress.

We clip this out to show, that the controversy to which we have before alluded, has begun. With two different kinds of paper, both authorized by the National Government, this controversy was inevitable. It has to be decided by Congress, and it is a question on which there are obviously two sides. We don't commit ourselves to either, when we propose to examine the question,—what shall be our future National Currency? There are a great many facts bearing on it, some of which we have already stated, which require to be looked at steadily, before we can arrive at a correct decision.

1. The first question, we have already partly considered is, what amount of paper money do we require for the convenient transaction of business? We have already given from figures furnished, in the early numbers of the RECORD, what we believe can readily be proved, that not far from *four hundred and fifty millions* is the proper amount. Why? because we have had a ratio of *twelve to one* of the population, in former times; and we have now a population of thirty-seven millions, which gives a present amount, at the same ratio, of *four hundred and forty four millions*. Suppose we strike off the fraction and call it four hundred millions. We have now seven hundred millions, composed relatively of four parts greenbacks, and three parts of National bank notes. Now, if we are to strike out three hundred millions, in order to obtain specie payments, what part of these notes shall we strike out? The Secretary of the Treasury proposes to strike out three hundred millions of greenbacks, and then he will have left the National bank notes and one hundred millions of greenbacks, on our theory of the amount required; but, he proposes to go much farther,—to withdraw all the greenbacks, and that brings us to another fact, of momentous importance:

2. The Greenbacks, that is, Legal Tenders, are the only basis of all credit in the country. Just as fast as the greenbacks are withdrawn, credit on all sides must be withdrawn. Here then is a startling fact. For example, the only redemption, and the legal one for National bank notes is the legal tender note. The National banks must, therefore, keep legal tender notes on hand enough to meet all their liabilities. What then is their condition, when

legal tenders are gone? We leave the reader to think what all this National bank creation has to stand on, but these same legal notes. If then the legal tenders are withdrawn in any measure, just in that proportion must the National bank notes, and not only their notes, but their credits be withdrawn. The withdrawal of one dollar in legal tender, is equivalent to the withdrawal of three dollars in the notes and credits of the National banks. Here is a predicament for these banks, much worse than simply withdrawing their notes. But, this is not all by any means. The legal tender notes are now the only means of sustaining commercial credit; precisely because they are legal tender notes. If specie payments were resumed, it would be otherwise. The withdrawing of the legal tender notes not only withdraws the National bank notes and credits, but it withdraws commercial credit; and all of it in much greater proportion than the actual withdrawal of legal tenders. These facts are evidently incontrovertible; and hence, the Secretary's plan of proceeding, whether we take it in a small measure, or a great one, is fatal so far as it goes, to the present system of credits, and especially to the National banks. The plan of the Secretary may be illustrated by a card house. The Secretary has a very large card house, which a very little shaking will shake down. He wants to reduce its size by taking off some of the cards. It is a very hard problem, even for a little boy; but the boy has learned that he must begin at the top card. The Secretary thinks he is wiser, and begins at the bottom! The result if he goes on will be a general wreck. The greenbacks, legal tenders, are at the bottom of the card house, and the National bank notes at the top. The Secretary takes out the greenbacks and the whole falls.

3. Another fact, and one of supreme importance is, that the Secretary has, and has had for a year past, just as much power to resume specie payments, as he ever will have. We mean this, that the whole security of both greenbacks and bank notes rests on *faith in the Government*; and that will be as great after the resumption of specie payments, as before. Beyond this, there is the demand for gold, which has an exact measure, in the demand for exportation. Now, there are two ways to meet that: 1. By the gold in the Treasury, which for the year past, has been always equal to the demand. The Government has had as much as one hundred millions on hand at one time. 2. By diminishing the demand. This may be done and ought to be done, by increasing the tariff, till the importations, which are now the poison of the country, are reduced within reasonable limits. This would not necessarily reduce the revenue. For example, the average tariff is now 47 per cent., which brings about \$175,000,000 of revenue. Now, suppose we make it average 60 per cent.—47 per cent. on \$360,000,000 on importations—60 per cent.

will produce the same revenue on \$295,000. Consequently, if by raising the tariff to 60 per cent., we reduce the importations \$75,000,000, we shall get the same revenue. The Secretary forgets that he may prepare himself just as well by reducing the demand for gold, as by contracting the currency. He puts the cart before the horse, and tries to make the cart draw the horse. He can't do it, and there lies his difficulty.

So far, the facts evidently tend to show, that the National bank notes should be withdrawn first. But there is another side to the problem, and it is worth while to look at it. In case the National bank notes are withdrawn, do we not make the Government a great National bank? Certainly we do; and that is exactly what it is at the present moment. Where is there a bank whose operations are greater than those of the Secretary of the Treasury? Mr. McCulloch has four hundred millions of bank notes out; from sixty to eighty millions in gold, and has issued discounted time bills to thousands of millions, of which six hundred millions become due in a year or two. There never was such a gigantic bank in existence. In point of fact, the operations of the Government bank will be reduced, not extended by the resumption of specie payments and the reduction of bank notes. But, there is certainly a question, whether Government ought to continue banking operations beyond the point of absolute necessity? Granting that it ought not, this is not the present question. The Government *must* be a banker, till it is able to reduce its Debt materially, and in the mean time why should not the people have the benefit of its powerful functions in maintaining a currency, which has proved to be in practice the best? It is certain, and not the least important of the facts to be stated, that the greenbacks are the *preferred* currency of the people. After all theorizing, it is found in practical experience, that *faith in an honest and stable Government* is the secret and basis of currency. This subject is almost inexhaustible, and we must leave the discussion of its other phases for other opportunities.

Tennessee Railroads.

The Tennessee Legislature has just passed a law authorizing the Governor to issue state bonds, to the various roads as follows:

To the Memphis and Ohio Railroad, \$200,000; Mississippi & Tennessee Railroad \$150,000; Knoxville & Charleston R. R., \$300,000; Cincinnati, Cumberland Gap & Charleston R. R., \$500,000; East Tennessee & Virginia R. R., \$300,000; Knoxville & Kentucky R. R., \$300,000; Nashville & Northwestern R. R., \$200,000; Winchester & Alabama Railroad, \$150,000; Atlantic, Tennessee & Pacific Railroad, (running from Knoxville to Nashville,) \$100,000; East Tennessee & Western North Carolina Railroad, \$150,000; making a total appropriation of \$2,350,000.

New York Central Railroad.

Ever since the death of Mr. DEAN RICHMOND, a constant and unceasing effort has been going on among parties interested to obtain the control of this great road. The amount of the capital stock, the vast opportunities to "turn an honest penny" in the management, the great patronage of the road, and its power and influence in forming combinations with other interests, and its acknowledged political importance, have all had their influences upon the combinations and compromises that have conduced to the election of the present Board. It is now claimed that the "sceptre has departed from Judah," and that the New York Central is no longer to be "a tower of strength" to the Democracy, but that sixty per cent. of the stock is in the hands of members of the opposite party. It is to be hoped, however, that in future it will not be run as a political machine, but as a railroad,—in the interest of stockholders and the public, and not of a political party.

From the report it appears that they own and lease a road of 1,133 miles in length, and that it has cost for the road and equipment \$24,133,911 35. The earnings for the past year have been \$14,596,785 68.

The following gentlemen, many of them well known to the whole country, were elected as the Board of Directors for the ensuing year.

Henry Keep of New York, Legrand Lockwood of New York, Azariah Boody of New York, David Crawford, jr., of New York, H. Henry Baxter of New York, Danforth N. Barney of New York, Joshua Hanna of New York, Erastus Corning of Albany, John Butterfield of Utica, Edward B. Judson of Syracuse, John H. Chedel of Auburn, Geo. J. Whitney of Rochester, and Wm. G. Fargo of Buffalo.

For Inspectors of next Election.—George Dexter of Albany, Rufus G. Beardslee of New York, and Stephen Groesbeck of Albany.

At the election about \$20,000,000 of the stock was represented, of which Legrand Lockwood, the New York banker, voted \$4,600,000; Henry Keep, \$3,500,000; Vanderbilt, \$2,500,000; and the American Express influence, perhaps, \$4,000,000, with the residue divided between Corning and Sloan.

The following statements are from the annual reports of the Road:

	1865.	1866.
Passengers.....	\$4,521,454	\$1,309,248—Dec. \$161,206
Freights.....	8,776,627	9,611,312—Dec. 895,802
Other.....	678,642	564,617—Dec. 113,425
Total earnings.....	\$13,976,523	\$14,586,784
	1865.	1866.
Operating expenses.....	\$10,882,758	\$11,013,441
Sinking funds.....	111,182	112,102
Rent.....	600 0	60,000
United States taxes.....	411,924	386,135
Interest.....	92,169	1,049,985
Total expenses.....	\$12,459,633	\$12,631,693
Net inc. me.....	\$1,535,890	\$1,955,091
Dividends paid—6 per cent.....	1,409,460	1,478,460
Surplus.....	\$ 60,430	\$ 486,831

COST OF ROAD IN STOCK AND DEBT.

	1865.	1866.
Stock.....	\$24,591,100	\$24,501,000
Debt.....	11,627,442	14,095,000
Total.....	\$39,218,442	\$38,896,000

Transportation expenses for the year ending Sept. 30, 1866, 75.45 per cent. of the gross earnings for the same period.

Net earnings for the year ending Sept. 30, 1866, \$2,039,014, equal to 7.83 per cent. (and United States tax thereon) on the amount of the capital stock of the company.

The items charged to construction account during the year have been:

Land—principally at St. Johnsville, Syracuse, Rochester and Buffalo....	\$97,991
Eighteen locomotive engines added to equipment.....	216,000
11.80 miles of second track on the Syracuse and Rochester direct road..	118,000

Total... \$431,991

Between the close of the fiscal year and the issuing of this report the remainder of the second track on the Syracuse and Buffalo direct road (1.29 miles) has been completed and brought into use, so that the entire main line (Albany to Buffalo is now double tracked, except from Rochester to Churchville (14.51 miles).

The amount charged to transportation expenses, including the cost of rebuilding the freight house and elevator at Buffalo, which were destroyed by fire on the 17th of March last, and the erection of an iron bridge over the Erie Canal at Canastota, besides the general repairs and improvements necessarily consequent upon the increased magnitude of the year's traffic.

In June last this company commenced operating the road of the Saratoga and Hudson River Railroad Company, from its junction with this company's road, about three and a quarter miles east of Schenectady, to Athens, on the Hudson river, a distance of about thirty-seven and three-quarters miles.

The length of iron bridging now upon the line reduced to a single track, is 6,131 8-12 feet.

The renewal of iron rails during the year amounted to 80,375 tons, equal to 295.57 miles of single track. The number of ties renewed during the same period was 471,436.

Since the close of the fiscal year a part of the down track on the grade just west of Albany has been laid with steel rails, with a view to test practically the economy of using them to a greater or less extent instead of iron.

The miscellaneous statistics of the road are thus stated:

Total length of the main, side and branch lines owned by the company is (miles).....	555.88
Aggregate total length of equivalent single track on lines owned and lines leased is (miles).....	1,133.73

Doings of the year in transportation and total miles run:

Miles run by passenger trains.....	2,371,321
Miles run by freight trains.....	3,833,454
Number of passengers (all classes) carried in cars.....	3,740,156
Number of miles traveled by passengers (all classes).....	219,341,633
Number of tons (2,000 pounds) of freight carried in cars.....	1,602,197
Total movement of freight or number of tons carried one mile.....	331,075,547

The Baltimore & Ohio Railroad.

At the meeting of the Board of Directors of the Baltimore & Ohio Railroad, held on Wednesday, in Baltimore, Mr. John W. Garrett was re-elected President, the office of Vice President created, and Mr. John King placed in it, at a salary of \$4,000 per annum, and George R. Blanchard, of the Central Ohio, was made general freight agent. The road has employed 2,000 men in construction, laid eighty miles of double track, built partially a tunnel at the Point of Rocks to avoid the sharp curvature, enlarged others, and is about commencing one at Williamsport. It has made twelve iron bridges, greatly increased the machine shops of Mount Clare, and erected sundry engine houses. It has improved the tunnel on the Parkersburg branch, and made satisfactory arrangements with the Winchester & Potomac road, and has contributed \$180,000 to the Hagerstown branch of twenty-three miles.

Since the destruction of the wooden and other bridges upon its line during the war, twelve first class iron bridges, aggregating 3,475 feet, with 27 spans, varying from 78 to 205 feet in length, and of very costly character, have been built at the Mount Clare workshops, placed upon superior masonry, and are now in successful use.

Much work has been done on the Washington county branch railroad, and it is expected to be opened prior to the dedication of the National Cemetery at Antietam, on the 17th September next.

Mr. Garrett complains naturally enough of the obstacles thrown in the way of the completion of the Connellsville & Pittsburgh by legal proceedings, but for which that road would now be completed.

The company's engineers have located two routes from the Point of Rocks to Washington, one via Bladensburg, and the second directly into the city of Washington. By the latter route, the distance will be but forty-two miles, being a reduction of the distance, compared with that by the Relay House, of forty-nine miles.

The equipment has been steadily increased, and stone has been prepared for bridging the Ohio. The Pennsylvania Central has reduced the distance from Baltimore to Cincinnati to 687 miles, but, by the Relay on the Baltimore and Ohio, it is but 608 miles to Washington, and with the completion of the Metropolitan branch, instead of being 79, it will be 121 miles less. The project for direct trade with Europe has been so successful, that, in the fourteen voyages out and twelve in, the cargoes have been full, and the steamship company chartered a 2,000 ton iron vessel. The prospect for a line with Bremen is very flattering.

The following extracts from Mr. Garrett's report are of especial interest to the West:

THE CONTRACT WITH THE CENTRAL OHIO.

"The Central Ohio Railroad Company recently presented to this company the subject of leasing that road, so that the line might be under the same government from Baltimore to Columbus. By the action, with singular unanimity, of that company and this Board, an agreement for the lease of that important work has been recently concluded, which went into operation on the 1st of the present month. It is the design of this company at once to so strengthen and improve that road, and add to its equipment and facilities, as will enable it to transact, promptly and successfully, a largely increased business.

It is believed that great advantages will result to the city of Baltimore, and to the Baltimore & Ohio and Central Ohio roads, from this unity of management and perfect co-operation. The officers of the Baltimore & Ohio Company are making special arrangements to promote the local interests upon that road, as is the system upon its own line, and to furnish every practicable facility for the increase of its traffic and the development of its advantages. Opportunities are thus afforded by which increased facilities can be given to the business of the city of Wheeling with the West, and the careful efforts of this company will, in this connection, be given to a advancing the interest of that important and improving city. More intimate relations will be secured and maintained with the great lines of railway centering at Columbus, and it is designed to secure increased advantages for prompt transportation of freight, and in improved connections for passengers. The lines running in connection with the Central Ohio road desired the arrangement which has been made, and this company is assured of their cordial and effective co-operation in increasing and improving the business and the facilities of the route.

CONNECTION WITH CINCINNATI.

"The arrangements of this line extend from Baltimore via Parkersburg, and the Marietta and Cincinnati road to Cincinnati and the Southwest, and via Bellair and the Central Ohio road to Columbus, and all points in the West and Northwest.

"The rapid improvements effected by heavy expenditures upon the Parkersburg branch, and the approaching completion of the arching of its tunnels, combined with the great improvements effected upon the line of the Marietta & Cincinnati road, especially in connection with the use of the direct line into the western part of the city of Cincinnati, will enable this company, with these connections, during the next season, to furnish the best and shortest possible line for passengers and freight between Cincinnati and Baltimore and Cincinnati and Washington.

"By the completion of the Pittsburgh and Steubenville road, in connection with the Steubenville and Indiana Railroad, the Pennsylvania Railroad Company has been enabled to reduce its distance from Baltimore to Cincinnati to 647 miles, and from Washington to Cincinnati to 687 miles. The distance of our line via Grafton and Parkersburg, from Baltimore to Cincinnati, is 586 miles, and from Cincinnati to Washington, via the Relay House, 608 miles. It will be thus seen that the route via the Marietta and Cincinnati road is 61 miles less to Baltimore, and 79 miles less to Washington than by the shortest line of the Pennsylvania Railroad. It has been determined by the Marietta and Cincinnati and Baltimore and Ohio roads to avail fully of these advantages, by establishing, during the next season, first class independent trains, to run through in such time as can not fail to command that business for this superior route.

"Upon the completion of the Metropolitan Branch, the advantages of this route to Washington, as compared with that by the Pennsylvania road, will be increased to 121 miles.

BRIDGING THE OHIO RIVER.

During the year the company has prepared very large quantities of stone for the great bridge to be erected over the Ohio River. Difficulties not anticipated in connection with the location of these structures have arisen.

Efforts are being made by the parties interested which it is hoped will result in such arrangements as will enable the company to progress rapidly with the building of these important structures.

EXTENT OF THE ROAD.

"Embracing the Main Stem of the Baltimore and Ohio road, 379 miles, the Parkersburg Branch, 104 miles, the Washington Branch, 31 miles, the Winchester and Potomac road, 32 miles, and the Central Ohio road, 137 miles, there are now under your managements roads traversing 683 miles of territory."

The Pacific Railroads and the Overland Mails.

The Postmaster General, in his report, dated November 26, says:

"By a recent order of the Department, the overland mail route to California, of which Atchison, Kansas, had been the initial point, has been changed so as to have two points of departure; one from Junction City, Kansas, on the Union Pacific Railroad route, (eastern division,) running from Wyandotte Kansas; and the other from Fort Kearney, Nebraska, on the Union Pacific Railroad route, running from Omaha City, Nebraska. The lines from these two points meet at Denver City, Colorado Territory.

The Junction City road connects at Wyandotte with the Pacific Railway from St. Louis, Mo., making a continuous Railway connection with the Eastern cities. By this route the stage travel is diminished one hundred and sixty eight miles, and the time occupied in the transit should be proportionately reduced. The mails to and from California, which before were sent via Chicago and St. Joseph, were consequently ordered, on the 15th of August last, to be sent via St. Louis, Wyandotte and Junction City. The reports so far received of the actual running of the mails since the change took effect do not show the average diminution of time in the performance of the through trip which the Department was led to expect, though the capacity of the route for superior expedition is proved by the fact, that in one or two instances the mails have been received at New York in nineteen days from San Francisco, a day less than the shortest time ever made previous to the change. Subsequently, however, the extension of the Chicago and Northwestern Railway to Omaha City, which is necessary to form a continuous line by rail to Fort Kearney, has become so nearly completed that, on the 13th of November instant, orders were issued to forward via Chicago, Omaha City and Fort Kearney, all mails destined for the overland route from the distributing offices at Portland, Boston, Hartford, Albany, New York, Philadelphia, Pittsburgh, Buffalo, Cleveland and Detroit—the expectation being that mails from that portion of the country represented by these distributing offices will find their quickest transit by the northern route."

The receipts of the Western Union Railroad Company, for the week ending December 14,

	1866.	1865.	Inc.	Dec.
Freight.....	\$1,520 25	\$1,607 34	.....	\$78 09
Passengers.....	2,694 55	3,269 00	.....	574 45
Express.....	250 00	130 22	.....	\$119 78
Mail.....	379 91	296 58	.....	83 33

Totals.....\$7,853 71 \$8,303 14

Receipts from January 1, to December 14—

1866.....	\$776,869 32
1865.....	669,318 38

Increase.....\$107,570 94

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

We give below the very full and able paper of ALFRED GAITHER, Esq., the Superintendent of the Western Division of the Adams Express, in relation to the interesting subject of which it treats, namely, Fast Freight Lines and Express Companies. The early and extensive experience of Mr. GAITHER, in the express business, and his intimate relations with railroads, his knowledge of their history and contests, and the results of their various combinations and diversity of interests, entitles his testimony to extraordinary weight.

TESTIMONY OF ALFRED GAITHER.

Question. What is your occupation—your connection with express companies, and how long has it existed?

Answer. I am in the service of the Adams Express Company as superintendent of the Western division of their business, and have been in their service since January 1, 1854.

Q. What territory does your line cover, and over what principal lines of road does it operate?

A. Our territory commences at Boston on the East, extending thence through and including the States of Rhode Island and Connecticut, New York City, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia and Virginia, as far South as Richmond, thence Westwardly, including South-eastern Ohio, Southern Indiana, Illinois and Missouri and the State of Kentucky. We occupy all the principal lines of travel within these limits for the purpose of our business. In the West, the Panhandle route via Steubenville, the Pittsburg, Fort Wayne & Chicago, the Central Ohio, Little Miami, Marietta & Cincinnati, Cincinnati & Zanesville, Kentucky Central, Ohio & Mississippi, Indianapolis & Cincinnati, Terre Haute & Richmond, Jeffersonville, Louisville, New Albany & Chicago, Evansville & Crawfordsville, Illinois Central, Pacific, Louisville & Lexington, and Louisville & Nashville Railroads are the principal lines over which we operate.

Q. Is there any understanding between your company and the United States and American Express Companies as to division of territory—upon what lines of road do the American and United States Express Companies operate? If there are any points of competition between your company and theirs, what are they?

A. More than twenty years ago, and at a time when Adams & Co., and the American Express Company were making their first approaches to the Western States, a territorial agreement was entered into between these parties, by virtue of which the projected line of railroad from Pittsburg to Crestline, thence southwardly to Cincinnati became the boundary between them in Ohio, all north and west thereof belonging to the American, and all south and east thereof to Adams & Co. The line of the Terre Haute & Richmond Railroad, and a line drawn west from Terre Haute through Vandalia & St. Louis, determined the territory of the parties west of Ohio—all north of that line belonging to the American, and all south thereof to Adams & Co. All the lines of road within the territory thus designated as belonging to the

American Express Company, are at this time occupied by either that company or the United States. I cannot here designate accurately all the roads occupied by each.

By stipulations entered into at the time this territorial arrangement was made, and by subsequent agreements, certain cities and towns in the Western States were recognized as common points, at which both companies might compete for business. Among these are Cleveland, Zanesville, Newark, Columbus, Cincinnati, Louisville, Indianapolis, Terre Haute, Chicago, St. Louis and other points. By this arrangement either company is enabled to compete for business to points in the territory of the other, carry it to the common point nearest to destination and there deliver it to the other company to complete the transportation.

The United States Express Company, which came into existence some years after this agreement had been made, recognized its provisions and occupied a portion of the lines and territory belonging to the American Express Company. The arrangement between those companies had the effect of opening up quite a number of points that had been exclusive to the American, but which were thereafter reached in common by both companies, but generally over rival and competing lines of road, the effect being to promote active competition at all important points, and to render unnecessary the duplication of expense in maintaining two or more organizations for the transaction of the unimportant business done at local or way stations on the roads, the rates at which are controlled by those fixed for neighboring points of connection.

Q. What relations do the Express Companies bear to the Eastern Trunk Railroad Lines?

A. The Express Companies are necessarily intimately identified with the main line of roads over which they operate. This identification has been distinctly recognized by the railroad companies, more especially by the two northern lines. For a number of years the American Express Company has enjoyed an identification with the New York Central Road in the minds of those familiar with the transportation interests of the country, that could only arise from a unity of interest mutually compensatory to the parties on the one side by the standing and influence gained by means of this known relation; on the other, by the advantages secured through the medium of an all pervading and efficient representative and promoter of the interests of the road. The same may be said of the relations of the United States Express Company with the New York & Erie Railroad Company, since the utter failure of the latter, some years ago in their attempt to establish their own express line. The Adams Express Company has its identifications in the mind of the public and of railroad men, with the Pennsylvania and Baltimore & Ohio Railroads. As a consequence of the facts just stated, the express companies, controlled by the influence that surrounds them, naturally find their principal field of operations on the lines of road and in the territory that are tributary to their main, or back bone lines. Thus the American naturally expands over lines and in territory where the influence of the New York Central prevail; the United States Express Company over that in the interest of the New York & Erie Railroad; the Adams over the routes and territory tributary to its main Eastern lines.

Each of these railroad companies expects

its express organization to work actively at points of competition to secure express business for its line, and to lend its aid and influence in the promotion of its general interests. It will thus be seen that an influence more potent than the effect of any agreement between the Express Companies can be, is always quietly at work inducing competition; and, in connection with the natural rivalry growing out of diverse proprietary interests in these organizations, promoting it to the utmost extent compatible with sound pecuniary results. It has not been considered desirable, either by the Express Companies or by the railroad companies over whose lines they operate, that the service should be cheapened by an injurious cutting of rates in order to secure business. On the contrary, the policy and plan adopted and pursued by the Express Companies to harmonize diverse interests, and at the same time protect the business public, have been looked to by some of the ablest of our railroad economists as a system by means of which the ruinous competition between railroad companies might be put at an end, and a harmonious adjustment of the rights of each, in a general distribution of business, be arrived at.

Q. Have you established tariffs of freights; how established; have they been altered recently? Has your company issued any orders in respect to the Merchants' Union Express Company? What is the conduct and policy of your company in respect to it—to carrying its freight—agreement with it as to rates and other matters?

A. We have established tariffs of rates to all points reached by us. They were established by our own judgment, having reference to the cost of transportation, distance, the number of times the matter is handled or transferred from one route to another, the value at risk and the current expense of conducting the business. Any departure from this mode of arriving at proper rates to be charged involves a question of policy, which must be treated with reference to the surrounding circumstances of the case. The rates to points reached in common with other companies are established by agreement between the companies reaching such points. The last general alteration in the rates charged by this company was made more than two years ago, to meet the very greatly increased cost of transacting the business.

We have not issued any formal order in regard to the Merchants' Union Express Company. As to our policy toward that company, I have to say, that we are disposed to look at the subject of relations with and to them, from a business point of view entirely. We have been engaged in the business more than a quarter of a century, and in that time it has been introduced, organized, established and popularized, and by those who now manage and direct the affairs of this and other old established Express organizations. This has not been accomplished without a great deal of patient, persistent effort and labor, the results of which have been appreciated by the public and the business made fairly remunerative to those engaged in it. I feel well assured that the express business of the country, with all its immensity of detail, embracing our entire country in the sphere of its operations, has, in its conduct and management, been generally satisfactory to the public, and that in no other business, approximating it in extent, has there been, relatively, as little complaint, or cause for it, on the part of those having relations with it. Honestly entertaining these views, we have not been able to recognize

the enterprising gentlemen of *Auburn*, New York, in the purely benevolent relation they seem desirous of occupying before the public. In point of fact, we confess to strong suspicions, amounting, perhaps, to conviction, that the gentlemen aforesaid were actuated, in the outset of their enterprise, by a desire to become possessed of a portion of the accumulated wealth which the popular idea insists on ascribing to the old companies. Be this as it may, the old companies were inexorable—they had come to the conclusion not to buy out any more amateur expressmen, and determined to make a stand then and there, to test their ability to protect their business. Whereupon, our Auburn friends, apparently feeling the necessity for mere leverage, hit upon the expedient of combining a portion of the mercantile public against the old companies and in their interest, in the relation of stockholders. The avidity with which investments affording reasonable prospects of returns were sought for, and the well known profitableness of the express business in the preceding four years, resulting from the largely increased volume of traffic thrown into the hands of the companies during the war, made this an easy task. Hence we have to regret the fact that many of the friends and patrons of our company are now to be found in nominal accord with an opposing interest. We have an abiding confidence, however, in the sober second thought and perceptive faculties of our old friends, and feel assured that we shall have them all with us again, at no distant day. They will in due time recognize the fact that there is an essential to the successful prosecution of the express business, which even an unlimited amount of paid up cash capital is no substitute for, and cannot buy.

The allegations made against us, by persons in the interest of the Merchants' Union Express Company, notwithstanding the representations made to your committee, are as aggressive as they are untrue. Our company is engaged in a legitimate business, conducted on honest and fair principles. We have oppressed none, have extorted from none, and the evidence of their lack of sincerity in making the allegation, if any were required, may be found in the fact of the adoption, by the company referred to, of our tariff of rates, with a beggarly reduction thereon, illustrated by the difference between \$3 75, the rate fixed by them, and \$4 per 100 pounds, the rate charged by us, between this city and New York. If \$3 75 is, as they allege, a fair rate, and if the reduction thus made is the measure of the benefits to be conferred by them in the matter of rates, no candid person will claim that the demand by us of \$4 for the service justified the charge of extortion so much relied on by these people.

We claim that our system of rates as a whole was, and is reasonable, and by no means as high in proportion as the rates charged for other descriptions of service, and for articles of daily consumption; that they have been from the first as low as is consistent with a reasonable compensation to the company, on a business conducted by experienced persons having large interests in its successful management—and less than will maintain a business organized and conducted on other principles.

Complaint is made by those who aspire to be our successors in business, that we do not facilitate them in the accomplishment of their amiable purpose as much as we could, if we would—in other words, that we refuse to throw open to them the routes and lines organized,

maintained and operated at our own expense, for the purposes of our own business, and our own advantage. Such a complaint, coming from parties avowedly engaged in acts of hostility toward us, is too unreasonable to have weight with fair minded persons, and may be safely left to the judgment of the business public.

In so far as rates have been affected by the action of the Merchants' Union Express Company, our instructions to agents have been that they should act on their best judgment in protection of the business of the company. It has not been our policy to reduce rates, and we have done so only to meet offers made to our patrons. It is not to be expected that we will stand still and permit our business to be withdrawn from us, whether by the effect of a combination, or under the influence of reduced rates, if we have any means at our command to counteract the movement.

The suggestion of an agreement with the Merchants' Union Express Company as to rates, contained in your query, seems entirely at variance with the theory of their organization, and especially with their policy as indicated by their current operations. Our through rates were arranged with reference to the sharp competition in time and price afforded by the improved and cheapened facilities of the fast freight lines, and with the purpose of taking from those lines as much business as possible at profitable rates. As before stated, we believe our rates to have been fair and equitable, and we further believe that they were generally acceptable to our patrons; but inasmuch as we neither propose to retire from business, nor expect the public to pay us higher rates than are demanded by others, we accept the situation, and conform to the necessities of the case, having great confidence in our ability to indulge in liberal deeds, as long as any of our competitors are that way inclined.

At the same time, we feel satisfied the mercantile public do not desire a pecuniary sacrifice in their behalf, on the part of those who do their carrying; on the contrary, they are not only willing, but prefer to pay rates that shall be compensatory. What they do want is uniformity in the rates. The habit of cutting rates has been the bane of all branches of the carrying business; it has been fostered and encouraged by a small portion of the many interested in transportation, and who vainly imagine they thereby secure an advantage over their neighbors. Experienced shippers know that advantages secured in this way are very temporary in their character, and are generally compensated for by a compliance with exactions resulting from this temporary irregularity; yet the effect is to destroy confidence in rates, and to make all shippers earnest seekers after the lowest figure, when nineteen-twentieths of them would have been satisfied to ship at a uniform fair rate.

These remarks apply with more force to the general freighting business than to the operations of either express or fast freight lines, although the bad effect of cutting rates is the same in all cases, and without permanent advantage to any interest. There are other and new features bearing on the subject of rates, which add materially to its interest. Heretofore express transportation has been regarded and treated by railroad managers as an incident of the passenger service over their roads, and not as a distinct branch of business to be provided for. With no change in the relative character of the service performed for express companies and fast freight

lines, or in the rate charged them respectively for that service, the low rates now charged by express companies for the carriage of freight would necessarily invite a very considerable proportion of the matter that has heretofore sought the fast freight lines, and thereby very much embarrass the railroad companies in their efforts to transport express matter at passenger speed, and probably, in their opinion, render necessary some action on their part to protect their time schedules against the effects of this increased volume of express business. In such case the remedy would be to treat the express business as a specialty, to be provided for without reference to passenger trains, or by the adoption of restrictive regulations, both as to rate and extent of facilities, bring the business within the ability of the companies to handle on passenger trains. But just at this juncture there is presented to us what seems to be the evidence of a disposition on the part of railway managers, to recognize the great fact that speed is what the public ask for in the transportation of freight, as well as of passengers. There are marked indications of a disposition to give to freight transportation, in addition to the advantages heretofore conferred through the medium of freight lines, an increase in the speed of freight trains. The Baltimore & Ohio Railroad Company have for some weeks been running over their road a freight train on the time, between termini, allowed to their passenger trains, and carrying through freight at the current through rates. The Pennsylvania Railroad Company has followed suit, and the freight of its adjunct, the Star Line, is being rushed forward at passenger speed. This line of freight service is performed by these roads at the regular freight rates, while the express companies are required to pay, as heretofore, a very large advance on that rate.

So marked a change in the views and policy of Eastern railway managers must have its influence on competing lines at the East, as well as on the managers of connecting roads in the West, and we shall in all probability find, within the next sixty days, freight trains running at passenger speed over the various competing lines between important centers East and West. At any rate, the future of express interests is seriously involved in the questions of policy, as to freight transportation, now being passed on the consideration of railway managers.

Q. Are any uniform tariffs of rates agreed upon between the American, United States and Adams Express Companies? Are these rates always maintained by the respective companies? To what extent, and under what circumstances, have they cut these rates?

A. The only rates made by us and the other companies named, are those to points reached by us in common with one or both of them. These rates have frequently been cut to an extent varying from ten to twenty-five per cent, the attending circumstances being such as are incidental to a violation of agreement, and the attempt to control business by improper means.

Q. Are you connected with any fast freight line? What is your opinion as to the advantage or disadvantage to the public and to the railroads? State your views in full.

A. I am, in my personal capacity, a stockholder in the Union Railroad & Transportation Company of Pennsylvania, popularly known as the "Star Line." For a long time I opposed fast freight and dispatch lines, because of their interference with the interests of the regular express business. Finding but little sympathy from any quarter in the posi-

tion I had taken on this subject, I determined to yield my prejudices to the very emphatically pronounced opinion of the railroad companies and the public in favor of fast freight lines. In speaking of railroad companies, in this connection, I refer only to those on whose roads freight lines were already established, and those who were seeking to secure similar arrangements. There were some whose roads being out of the line of competition between the East and the West, were indifferent to the subject. As a general thing there was much unanimity at that time among railway managers in the West, in favor of freight lines. The public seemed to demand an intermediary class of service between the regular express per passenger train, and transportation by the ordinary freight facilities of the roads. At that time the difficulties and delays to which matter, by the ordinary course of transportation was subject, were far greater than they are at this day. While the advantages and facilities afforded by the freight lines have not increased in like proportion as ordinary transportation has been improved, yet the disposition to avail of the intermediary agency is greater, on the part of shippers, than it has ever been. Our company sought to secure arrangements whereby we would be enabled to establish a fast freight line, but the management of the Pennsylvania Road was at that time opposed to the system, and had been seeking to induce the New York roads to break up the lines then in operation.

In my opinion, a freight line properly organized, as to the selection of its officers and the active business men who are to conduct its operations, and well ordered with reference to the accomplishment of the ends whereby the benefits of the organization to the railroad companies and the public are to be realized, and with the control of the rates to be charged by it resting absolutely in and with the railroad companies over whose lines it operates, cannot be otherwise than an advantage to the companies and the public. The advantage thus to be gained by these interests embraces several points, among which, on the part of the railroad companies, are:

First—A practical consolidation of the lines of road forming the route, for every thing that relates to the prompt, successful and harmonious operation of the line thus formed for through business in competition with rival routes, including an equipment of the most effective character, provided with reference to the local peculiarities and necessities of the line operated over, and which, in case of a break of gauge in the line, shall obviate the necessity of a transfer of freight—this to be subject only to the rates and the time tables prescribed by the railroad companies.

Second—An effective representation at all principal points of competition for business, as well as a complete system for the management of the details of the operations of the freight line over the whole line of road, insuring prompt movement of cars in either direction, and close attention to other important details affecting the efficiency and consequent popularity of the line and route.

Third—The benefit of additional car equipment, thereby enabling roads to devote a larger proportion of their own equipment to the accommodation of their local traffic; and, in the case of companies pecuniarily unable to furnish their proportion of cars for through business, relieving an embarrassment.

The public should secure—

First—A prompt mode of transportation on the time arrangements and engagements of which the business community might rely.

Second—A system for the adjustment and payment of damage and over charge, which should cause contracts made by any authorized agent of the line to be the subject of prompt settlement at the agency most convenient to the owner or consignee of the freight, so soon as the fact of damage or over charge, and the amount thereof, may have been established.

The system of fast freight lines originated with the New York roads and their immediate connections westward, and whatever terms may have been given them east of Buffalo and Dunkirk, west of those points they have had a rate per car based on an estimated loading, both as to classification and tonnage. Some of these lines are yet running and paying on the same principle, but there has lately arisen among railroad managers a question as to the propriety of this mode of compensating the proprietors of these lines, and, as a consequence, several new lines have been started in the interest and ownership of the railroad companies, which, while recognizing the advantages of compromise cars and through manifests, in other and not less important respects adhere to the old and inefficient freight system of the roads.

Experience justifies the belief that men whose compensation depends on the results of the business in which they are engaged, will work harder, and develop more ability and endurance in behalf of their business, than will others similarly engaged and working for a salary, however large it may be. In this central and controlling fact is to be found the justification of that system of compensation for service performed, involved in the allowance of a margin on the current rates, to fast freight lines. The railroad company prescribing the rate to be charged the public and the rate at which the freight line shall pay for transportation, the extent of the profits of the latter must depend entirely on the amount of business done by them. If they succeed in securing a large traffic, they accomplish that which formed the motive with railroad companies for giving them facilities, and at the same time realize their own pecuniary advantage. Such an arrangement presents the strongest incentive that can be offered for the development of man's best efforts.

There are some of our railway managers, like Mr. Gest, who oppose the freight line system, and whose opinions on subjects of railway policy are entitled to high consideration, because they have made such matters a study and are removed from the influence of prejudice and interested hostility which actuates many who undertake to discuss the system, or rather to denounce it and those who favor it. I think the parties first referred to err in the point of view from which they consider the subject. There are four great competing roads and their connections, perpetually engaged in an animated contest for the carrying trade between the east and west, and into which they bring all the influence and skill they can command, each in its own behalf, and each incidentally doing whatever it may to neutralize advantages possessed by its rivals. The outcry being made against fast freight lines has no other significance than as the effort of those having a motive therefor, to subvert or modify a system recognized by all as an important part of the machinery of competition employed by

the roads. Therefore, he who looks upon freight lines only in the light in which their active opponents present them to the popular idea, namely, as the recipients of gains not earned by them, and the medium of securing illicit income to the officers of the roads, will utterly fail to comprehend the real question at issue. If any one of these great roads, with its connections, through their managers elect to use a freight line organization, as, in their judgment, the cheapest and most efficient agency for controlling business to them, and one that is entirely satisfactory to their patrons, the public, are your committee prepared to say that they shall modify their machinery of competition to suit the views of their rivals in business? This, in my opinion, is really and substantially the only question at issue in this matter.

I have elsewhere stated that the Pennsylvania Railroad Company was originally opposed to the freight line system, and had used its endeavors to induce the New York roads to abandon it. Having exhausted the argument in favor of that measure without effect on the New York Companies, the Pennsylvania Railroad Company finally resolved to permit the establishment of a fast freight line over its road, as a means of competing with the New York roads for a class of business that had been gradually absorbed by the latter, through the instrumentality of their freight lines. It had also reference to the effects to be produced by the early completion of the Atlantic & Great Western Railroad, presenting the advantage of a continuous uniform gauge, and was designated as a protective measure in that direction.

The result of this determination on the part of the Pennsylvania Company was the establishment of the Star Line, in the interest and under the patronage of that Company and subject to a contract embodying conditions and reservations, which make it, in fact, a machine controlled by the Pennsylvania Railroad Company for the protection of its interests in competition with other roads and routes, in the matter of rates charged the public, and in entire deference to its policy in the matter of its relations and business intercourse with connecting roads, the latter, of course, participating in the adjustment of all questions of mutual interest growing out of the operations of the line. So far as freighting enterprise and interests are concerned, the line thus established has become a virtual extension of the Pennsylvania Railroad, to the important commercial centers of the West and Northwest reached by it, and by this means all the advantages of a continuous line, of uniform gauge, are secured to the roads (with a single exception), participating in the arrangement and the public seeking prompt transportation facilities. In this relation, as well as in the manner and *matériel* of its organization and the exact and systematic detail adopted for the government of its operations, the Star Line is exceptional and not to be confounded with ordinary fast freight lines operating in the West.

Q. On what roads does the Union Star Line run? What connection have the railroad or railroad officers with its ownership or management? Upon what terms does it use the several roads over which it runs, as to amount it may carry to car used, and compensation paid to road? State all you know.

A. The Star line is operated over the Camden & Amboy, the Pennsylvania Central, the Pittsburg, Fort Wayne & Chicago, the Pittsburg, Columbus & Cincinnati, (Pan-handle,) the Little Miami and Columbus & Xenia, the

Columbus, Piqua & Indianapolis, the Terre Haute & Richmond, the Terre Haute, Alton & St. Louis, and the Ohio & Mississippi Railroads. I cannot state the terms accorded to the Star Line by the road over which it operates. I have reason to believe, however, that it pays a certain rate per car, equal to or perhaps greater than the average rate per car earned by the companies on their general through business, east and west, respectively. Neither the railroad companies nor the officers thereof, so far as my knowledge extends, have any connection with the ownership or with the management of the Star Line, further than their duty to the companies they represent may, in the matter of management, render necessary in controlling and directing the current operations of the roads, which includes, of course, the business of that line.

ALFRED GAITHER.

CINCINNATI, Dec. 1, 1866.

MINERAL RESOURCES OF GEORGIA.—A writer in the Atlanta (Georgia) *Intelligencer*, urging a geographical survey of the State, says:

"There are three things which it is wisdom in us, in our crippled condition, not to overlook or to neglect, viz.:

"1. That we have extensive and valuable mines in gold, silver, copper, iron, etc.

"2. That we do not possess the capital for a satisfactory development of them.

"3. That we must, therefore, attract so much attention from the North as may be adequate to bring out these resources."

Past history shows that the mineral resources of Georgia are rich in varied treasures. The development of them, by the judicious employment of capital and enterprise, will not be long delayed, if facilities be afforded and co-operation be given by the people on the ground. The tone of the press and of the popular sentiment, which has been since the war far from attractive either to capital or labor, we are glad to see, is undergoing a change for the better. The above extract, in its three specifications, states facts worthy of consideration.

OVERLAND TRANSPORTATION.—Government is now paying \$1 45 per hundred pounds for transporting supplies one hundred miles between the Missouri river and Northern Colorado, Nebraska, Dakota, Idaho and Utah; \$1 38 per one hundred pounds, per one hundred miles, from the Missouri river to posts in Southern Colorado, Kansas and New Mexico; and \$1 79 from Fort Union, New Mexico, to posts in that Territory, in Arizona, and in Western Texas. During the late fiscal year the total number of pounds transported by wagons was 81,489,321, or 40,744 6-10 tons, at a cost of \$3,314,495.

THE JAMES RIVER AND KANAWHA CANAL.—The engineer of the James River and Kanawha Canal reports that, for \$100,000, the water power can be increased near Richmond so as to furnish 100 factories with water power. He shows that there are 2,000 feet of front on the river between the city of Richmond and the first lock, and that by enlarging the canal there will be afforded facilities for furnishing at least 100 factories with water.—*Richmond Despatch*.

The Chicago and Northwestern Railroad was opened to Woodbine, 300 miles west of the Mississippi river, on the 27th November.

Pacific Mail Steamship Co.

This is one of the most successful corporations of this country. The New York *Tribune* speaking of some of its recent transactions says:

"The report that the Pacific Mail Ship Co. has determined to make a dividend of 33 $\frac{1}{2}$ per cent in stock proves, upon inquiry, to be correct. The company at a recent meeting increased its capital stock \$5,000,000, and converted the proceeds into \$10,000,000 of United States 6s, 1881. The bonds are not required for any immediate purpose, and probably will never be used unless to divide the proceeds among the stockholders, and for the present will be laid aside for any contingency which may arise. The transaction does not materially affect dividends, as the interest on the bonds amounts to \$600,000 in gold, or at present rates about 17 per cent. on \$5,000,000 of stock, the regular dividend on the stock being 20 per cent. A majority of the stock goes into the combination made some two years ago and cannot be sold till December, 1868. A large proportion goes to England and the balance is taken by an association of wealthy houses here. The company has determined to divide on the first day of December next, beside their regular quarterly dividend of 5 per cent. 33 $\frac{1}{2}$ per cent. in stock. Both dividends off, the stock at present rates, say 230, will stand about 170. This will look cheap for Pacific Mail. There is no good reason why the company's stock, placed in its now impregnable condition, should not command a higher market value than ever before. It will be the best-paying stock on the list at top figures, and this last transaction must, in addition to the enormous surplus already on hand, pretty effectually squelch any attempt at opposition. The difference between Pacific Mail and railroads is this: one is a corporation steadily and largely increasing its profits and property, while railroads, as now managed, decrease their dividends and increase their debts."

Shipments of Iron Ore over the Bay De Noquet & Marquette Railroad.

The Bay de Noquet & Marquette Railroad Company have carried from the beginning of the present season to November 10th, the following amounts of iron ore and pig iron for the different companies:

Jackson Iron Co.....	21,460 tons.
Cleveland Iron Mining Co.....	26,632 "
Marquette Iron Co.....	8,038 "
Lake Superior Iron Co.....	59,851 "
Pittsburgh & L. A. Mine.....	26,904 "
Edwards Mine.....	2,820 "
Washington Iron Co.....	16,928 "
New England Mine.....	3,466 "
Parsons Mine.....	3,371 "
Pig Iron.....	13,529 "
Ore to Furnaces & Miscellaneous Freight.....	21,825 "
Total.....	\$204,454 "

Thus it will be seen that so far the shipments of iron ore over this road alone, exceeds the total shipments of ore from this country in 1865 by 20,043 tons. The shipments of pig iron, also exceeds that of last season's total 2,025 tons.—*Lake Superior Mining Journal*.

MONEY AND COMMERCIAL.

The change in the weather during the past week and the apparent conviction that the market has reached its level, has stimulated the pork trade to great activity, making the demand for money quite large. The barks had, for some time, been preparing to accommodate this particular department of trade, and have responded freely. This will, however, make the market more stringent for other classes of borrowers, and the lateness of the opening of the pork season will continue the closeness of the money market further into the new year than usual. The amount of money necessary to handle the pork crop will not be so large as last season, which is a material feature. Rates of discount range from 9 to 15 per cent. Business, generally, is better than for two or three weeks past, and although the expectations of a large trade during the holidays will not be realized, and, is not now even expected, yet things wear a more cheerful aspect.

The New York gold market has been more regular, and although no advance has been realized, the market is firm. The daily fluctuations have been.

	Opening.	Highest.	Lowest.	Closing.
Dec. 13.....	137 $\frac{1}{4}$	137 $\frac{3}{4}$	137 $\frac{1}{4}$	137 $\frac{1}{2}$
" 14.....	138	138	137 $\frac{1}{2}$	137 $\frac{3}{4}$
" 15.....	137 $\frac{1}{2}$	137 $\frac{3}{4}$	137 $\frac{1}{2}$	137 $\frac{3}{4}$
" 17.....	137 $\frac{3}{4}$	138 $\frac{1}{2}$	137 $\frac{3}{4}$	138
" 18.....	138 $\frac{1}{2}$	138 $\frac{1}{2}$	137 $\frac{3}{4}$	137 $\frac{3}{4}$
" 19.....	137 $\frac{1}{2}$	137 $\frac{3}{4}$	136 $\frac{3}{4}$	137 $\frac{1}{2}$

Of the New York market the *Tribune* of Tuesday says:

Government Bonds were in more demand, at a fraction improvement in prices. State and Railway Bonds were dull and neglected. The miscellaneous share list was without interest. Atlantic Mail advanced to 10s $\frac{1}{2}$, and Pacific Mail sold at 170 $\frac{1}{2}$.

The Railway share list opened firm, under the Bank Statement, which shows a large increase of legal tenders, and all shares were in active demand. Michigan Southern, the North Western shares and Fort Wayne were most heavily dealt in, but there was an improvement in the whole list of $\frac{1}{2}$ @ 1 per cent. There was also quite large purchases of Erie, and the stock closed quite firm at quotations. After the 3 o'clock call there was a reaction in the market of $\frac{1}{2}$ @ $\frac{1}{2}$ per cent, but at the close, prices were steady at quotations. New York Central Railroad, 111 $\frac{1}{2}$ @ 112; Erie, 73 $\frac{1}{2}$ @ 73 $\frac{1}{2}$; Reading 111 $\frac{1}{2}$ @ 111 $\frac{1}{2}$; Michigan Southern, 82 $\frac{1}{2}$ @ 82 $\frac{1}{2}$; Cleveland & Pittsburgh, 91 @ 91 $\frac{1}{2}$; Rock Island, 105 @ 105 $\frac{1}{2}$; North-Western, 54 $\frac{1}{2}$ @ 55; Preferred, 79 $\frac{1}{2}$ @ 79 $\frac{1}{2}$; Fort Wayne, 106 $\frac{1}{2}$ @ 107.

Of General business the Economist of the 15th says:

The present year is fast drawing to a close, and merchants begin to count up and see how they have got through the season; and many of them are not as well satisfied as on some former occasions they have had reason to be. The trade of the season has been nevertheless a satisfactory one to those who have not been so hard to suit, and some have made good profits, and all have good reason to be thankful that it is no worse with them than it is. The trade of the past week has not been so eery quiet, as many are desirous of having it appear.

VERY CHOICE
Oil Lands
 IN
Kentucky & Tennessee,
 FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

CUMBERLAND COUNTY
OIL LANDS,
 NEAR
The Great Crocus Well,
 WITH
*Productive Wells all
 around them.*

FOR SALE BY
T. WRIGHTSON,
 167 Walnut Street,
 CINCINNATI.

THE
STEAM SYPHON PUMP
 IS THE
*Most Simple, Effective and Durable Device for
 Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
 out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE
STEAM SYPHON WATER-STATION
 locomotive can raise water, with its own steam, to fill
 its tender in the same time as from an ordinary tank;
 thus dispensing with tanks, pumping ma-
 chinery, and men to attend them.

IT IS AN EFFICIENT
FIRE-ENGINE,
 wherever steam power is used; as at Machine Shops
 Shops, Elevators, &c.,

AND BY FAR,
THE BEST BILGE PUMP,
 for Steam Vessels, in use.
 For Circulars and other information, address,
STEAM SYPHON COMPANY,
 48 Dey Street,
 NEW YORK

A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!

In Greenbacks, Real Estate and Goods
TO BE GIVEN AWAY!
Tickets Selling very Rapidly!
UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

*Splendid List of Premiums to be dis-
 tributed Gratis to the Holders
 of the Tickets for the*

GRAND GIFT MATINEE!

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 3/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trout brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coup, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100

One Premium to each purchaser of a ticket.
\$150,000

THE GRAND MATINEE
 will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint
 a committee of disinterested parties to distribute one
 hundred and fifty thousand dollars worth of val-
 uable property, as above described.

The distribution will be done fairly, honestly, and pos-
 itively at the time appointed.

**No Postponement to take place on any
 consideration.**

Each Ticket Holder's name will be duly registered, and
 should the parties not be able to attend the distribu-
 tion, they will be informed by mail of the gift
 they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35 00		
10 " " " 9 00	50 " " " 43 50		
20 " " " 17 50	100 " " " 85 00		
30 " " " 26 35			

All orders executed by return mail. Money can be
 sent by Post Office Orders, Registered Letters, or Drafts,
 at our risk.

AGENTS—active and reliable agents wanted in every
 town of the Union, with whom liberal arrangements will
 be made. Ladies are invited to form clubs, and send for
 tickets, for all the property would be as useful to them
 as to the gentlemen.

The best references will be furnished on application.
 All persons wishing tickets and information, will please
 address, with full name, town and county, plainly writ-
 ten, to

J. J. ADAMS,
 Manager and Agent,
 64 Nassau St., N. Y.

100,000 ACRES
 CHEAP
OIL LANDS
 IN
Eastern Kentucky.

40,000 ACRES
 CHEAP
Oil Land Leases
 IN
Middle Tennessee.

NEAR THE
CUMBERLAND RIVER.
 FOR SALE BY
T. WRIGHTSON.

WM. MERCER, R. B. MORE, GEO. STODDARD
 Late Master Car Builder C.H. & D. & M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF
RAILROAD CARS
Cambridge, Ind.

REFERENCES.
 B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
 J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
 J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
 L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati,
 J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
 D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
 J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
 C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indiana po.
 [Aug. 2, ff.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

THE CORK CAR SPRING COMPANY OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs, For Freight & Passenger Cars, Tenders, Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6½ "	35 " "
3, 8 " " 11 "	36 " "
4, 8 " " 9 "	35 " "
5, 7½ " " 6½ "	30 " "
6, 10 " " 8 "	40 " "
7, 7½ " " 8 "	35 " "

PHILIP S. JUSTICE, President
No. 14 N. Fifth St., Philadelphia.
ff St., New York

OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3½ to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DR. COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway

I. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 82 West Fourth Street
Blmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Samuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 68 W. Third St
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2, Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

Dayton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

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G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 19 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

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H. W. Brown & Co., Contracting Agents, Broadway opp. Spencer H. use.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

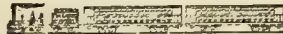
Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.	
DAYTON.....	10:50 "	11:00 "	
URBANA.....	12:45 P. M.	12:40 A. M.	
GALLON.....	3:30 "	3:35 "	
MAANSFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
CLEVELAND.....	6:38 "	7:55 "	
JOHNSVILLE.....	8:47 "	0:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BINGHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	7:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

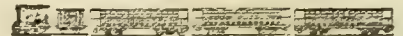
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 18:00 p. m. On Sundays, one Express Train at 8:40 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12:18 p. m.

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:12 p. m.; Easton at 1:19 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

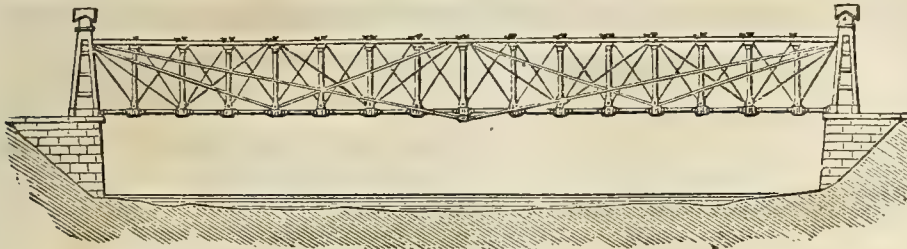
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAIL ROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintenden
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

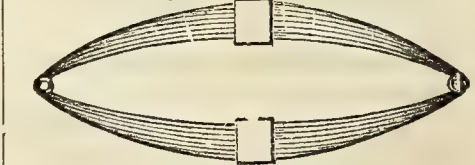
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

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Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on time, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works.

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY:

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON. }

CINCINNATI:

THURSDAY, DECEMBER 27, 1866

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:24 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:20 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:25 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Cornersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Cornersville, Cambridge, City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:45 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

Editorial Correspondence.

LOGANSPORT, Indiana, }
December 24, 1866.

I arrived in Logansport, in a wet (not frozen) December day, with the dark clouds heavy above, and the ground clothed in its autumnal brown and leafless wood. But, the number of cars standing round, the whistle of engines and the crowd at the depot, soon informed me, had I not known it before, that Logansport was a Railroad town. More than that, it is a canal town, and a river town; for here is the Wabash and Erie Canal; and here are the Wabash and Elk rivers, which make their junction just at the lower end of the town. I knew that Logansport was a growing and prosperous place; but did not exactly comprehend the reason till I came here, when it became evident enough. In fact, Logansport has, I believe, near ten thousand inhabitants, and will probably double this number in a very few years. There are few towns, only two others in Indiana, where such a number of internal communications concentrate, where the facilities of trade are so great, and where a large extent of rich and fertile country will feed the avenues of commerce, as well as the people of a populous town. There is a larger surface of rich and arable ground, upon which Logansport may count, as bringing its products here for a market, than can be counted upon by any other town in Indiana. Supposing the diameter of this district to be 70 miles (and it is more), it will give 5,000 square miles, nearly equal to the famous Miami country. This alone would be sufficient to make Logansport a prosperous place; but when it is taken in connection with railroad and canal communication to almost every point of the compass, it is conclusive as to the future growth and importance of this town. It may interest the reader to hear something of the interior avenues of commerce, concentrating here.

1. The Wabash and Erie Canal was constructed in the flush times of Western enterprise, where a railroad had not been heard of; but, was yet only a fleeting vision on the horizon of hope. The idea about 1828-'30 was, that canals were to be the great highways of interior commerce, and the great means of creating Western prosperity by carrying products to market; and so for many years, the New York and Ohio Canals did fill their part as the great market highways. In those days nobody believed railroads would carry heavy freight at all! So the Wabash Canal was made somewhere about 1835-'38, when the canal fever was at its height, and railroads had not yet developed their extraordinary capacity. Nevertheless, the Wabash Canal did immense good to the commerce of Indiana, and to it, the most flourishing towns of Indiana owe much of their prosperity; among these are Fort Wayne, Logansport, Lafayette, and Evansville. The Wabash Canal goes

through the midst of Logansport, and I see boats upon it here, which shows that canal commerce is by no means over.

2. The Cincinnati and Chicago Air Line Railroad. I came over this line, and it is, as the reader is aware, the direct line from Cincinnati to Chicago, making 294 miles between these places. It is composed of three parts, viz: the Cincinnati, Hamilton & Dayton Road to Hamilton; the Eaton & Hamilton Road from Hamilton to Richmond; and the Chicago Air Line. The two first (70 miles) are run by the Cincinnati and Dayton Company, and the last (224 miles), by the Air Line Company. It is now, for some reason, called the Chicago and Great Eastern Railroad. Much criticism might be made upon the condition of this road; it should also be said, that the Company, with the best intentions, has not been able to *complete* its road, and this is unfortunately the case with too many of the Western roads. From Richmond to Logansport our average speed was only 16 miles an hour, which is conclusive that officers thought it unsafe to go faster; and so it is, for the road is rough, and the cars swaying from side to side. In fact, it is not ballasted, and passes over swampy grounds in some places. The time from Cincinnati to Chicago is 18 hours, when if the road was complete and in good order, it ought to be done in 10 hours easily; but, this will not be accomplished till a great deal of work and money is laid out on the road. For about 60 miles, between Richmond and Logansport, the country is entirely new. There are many little villages built of logs and boards, and some good fields, but evidently this region is behind the region of the Wabash Valley.

There is one thing disgraceful on this road; but is not particularly the fault of the Chicago Air Line, but quite as much of other roads. This is the miserable little dirty depots at Richmond and Logansport. At Richmond, no less than four lines of railroad meet, and yet the depot is a little, dirty place, which will not hold half the people there at one time, and which is cold and uncomfortable. It is a disgrace to the roads and to the town. At Logansport it is even worse. A poor building, surrounded by mud just now, cut up into dirty, little rooms, is a blot on such great Companies as the Chicago Air Line, and the Toledo and Wabash. I hear there is to be a great Union depot built, and certainly it ought to come along pretty fast.

3. Toledo and Wabash Railroad. This is really an immense railroad line; being under three different organizations, and 489 miles in length, viz:

	Miles.
Toledo to Logansport.....	165
Logansport to Decatur (Illinois).....	158
Decatur to Quincy.....	152
Quincy to Keokuk (Iowa).....	13

Toledo to Keokuk..... 489
It traverses all of Indiana and Illinois, and

parts of Ohio and Iowa. But, the purpose of this company, or rather a part of it is, to make a far greater enterprise than this. It is to extend the road on the west to Nebraska City, and connect with the Union Pacific; and on the east, (by making a new link, which I will describe,) with the Columbus and Piqua road, and through Columbus with the Pennsylvania road to Philadelphia and New York, making in fact, a grand Central, almost straight line from New York to Fort Kearney, on the Platte river. Two small links are all that is necessary to make a continuous, central line, from New York to Iowa, on this route, and they are fast progressing, viz: 1. The Union and Logansport Railroad, from Union City on the Ohio line to Logansport. This is in course of construction, and we understand a part of the iron is laid. 2. From Burnell on the Quincy road to Warsaw, opposite Keokuk. There it will connect with the Bloomfield and Nebraska City road, and thence, by the Union Pacific to Fort Kearney. The whole length of this immense road will be near 1,500 miles; that is, taking the whole distance from New York to Fort Kearney. If the reader will examine a map, he will find that it is almost a straight line, and it is likely to become the great Central line of through passengers over this continent. When we come to examine these facts, we see that it is no wonder, that these railroad companies are urging forward such a grand enterprise; and no wonder that Logansport, which is on such a line, and where so many streams of commerce concentrate, should be looking up, considering itself the germ of a great city. In fact, we do not see how an entirely interior town, off from any great navigable water-course, can be better situated.

The place itself is pleasant, and its inhabitants generally agreeable and intelligent. I could say much more of this place, but my theme in this letter is railroads and internal commerce; and of these Logansport is a centre, and likely to grow and flourish by the aid of these great helps to prosperity.

E. D. M.

The receipts of the Western Union Company, for the week ending December 21:—

	1866.	1865.	Increase.
Freight.....	\$5,926 09	\$3,919 64	\$1,976 45
Passengers.....	2,826 42	2,703 49	23 33
Express.....	250 00	130 22	119 78
Mail.....	379 91	296 38	83 33

Totals.....\$9,382 42 \$7,170 53 \$2,202 89

Receipts from January 1, to December 21:

1866.....	\$786,271 74
1865.....	676,497 91

Increase.....\$ 109,773 93

Two thousand laborers and one thousand teams are employed on the railroad between Newton and Kellogg, Iowa. The grading is nearly all finished, except a deep cut near the North Skunk, upon which a ponderous steam chovel is at work, making the dirt fly in the liveliest kind of a way.

The Government and the Pacific Railroads.

Extract of the report of the Hon. O. H. Browning, Secretary of the Interior, dated Washington, November 19, 1866:

On the 6th instant the Union Pacific Railroad was completed to a point twenty-three miles west of the hundredth meridian of longitude, being two hundred and seventy miles distant from Omaha. The want of a railroad connection from Omaha eastward has retarded the transportation of the iron and equipments of the road, and compelled the company to rely upon shipments by the Missouri river, at such times as the state of the navigation permitted. The difficulty will be removed by the construction of the railway from Clinton to Council Bluff, which, it is believed, will be completed next spring.

The company have constructed all their depot buildings at Omaha. The arrangement and extent of their grounds and permanent fixtures are on a scale adapted to our vast and increasing traffic between the western and eastern shores of the continent. The road has been built of such excellent materials, and in so substantial a manner, as to elicit repeated expressions of commendation from the Government Directors and Commissioners. There can be no better evidence of the fidelity with which the company have met the requirements of Congress than the fact that the Commissioners have in no instance, refused to accept any portion of the road presented to them for examination.

The company have not filed a map showing the permanent location of the road beyond a point three hundred miles west of Omaha. Surveying parties have been actively engaged in ascertaining the most direct and practicable route, taking Julesburg, on the South Platte, at the mouth of Lodge Pole Creek, about three hundred and seventy-five miles west of Omaha, as a starting point, and have furnished a statement of the comparative distances, quantities and gradients of three lines—one via Cache la Poudre and Antelope Pass, one via Camp Walbach and Crow Creek, and the other via Lodge Pole Creek, Camp Walbach and Cheyenne Pass. It is expected that the definite location of this part of the road will not be long deferred.

The company report that in April, 1865, their engineer commenced an extended reconnaissance of the country east of the Great Salt Lake, with a view to find a practicable route over the Wasatch Mountains to Green River via Spanish Fork and the Uinta. After ascending the Spanish Fork to its headwaters he explored the whole district of country lying between the hundred and tenth and hundred and eleventh meridians of longitude, and between the parallels of forty degrees and forty degrees and thirty minutes of latitude. The result of these examinations satisfied him that such a route could not be found.

The survey of the line by the way of the valley of the Sweetwater, the south pass of the Rocky Mountains, and the valley of Black's Fork of Green river, was then commenced. It established the important fact that the summits of all the passes of which surveys had been made in the great ranges of those mountains have very nearly the same altitude above tidewater. Further examinations were made by the company's engineer in that region, the details of which have been furnished to the Department.

One of the most important of this company's surveys extends from Great Salt Lake west to the Humboldt valley, between the

hundred and fifteenth and the hundred and sixteenth meridian of longitude, traversing the Great American Desert. Although incomplete, it has resulted in the discovery of a line, with grades not exceeding sixty feet per mile, from Great Salt Lake City to the valley of the Humboldt, across the Humboldt range of mountains, a distance of two hundred and eight miles. For about one hundred and fifty miles across the desert no fresh water was found by the engineer. He is satisfied, however, from his examination, that it can be obtained in the passes over Cedar Mountain on the eastern side of the desert, and the first range west of the desert, leaving only sixty miles without fresh water. The soil is admirably adapted to a fine hard road-bed. The results of the survey are satisfactory to the company, and show that the difficulties to be overcome are much less formidable than were anticipated.

The company report that the amount actually expended on the road in money is nine million six hundred and ninety thousand and eighty-two dollars and one cent. Of this amount three million one hundred and thirteen thousand two hundred and twenty-one dollars and twenty-five cents have been derived from the sale of three million two hundred and eighty thousand dollars of Government bonds, three million nine hundred and one thousand three hundred and fifty-seven dollars and one cent from loans, and two million five hundred and eight thousand seven hundred and twenty-five dollars from stock subscriptions. This amount does not embrace the indebtedness to the contractors for the first two hundred and forty-six miles of road, extending from Omaha to the one hundredth meridian. Their contract expired by the completion of this part of the line, and when the whole indebtedness of the company is adjusted, the entire expenditure, including a million of stock which the contractors agreed to take, will not fall short of twelve million five hundred thousand dollars. The amount of the company's loans is three million six hundred and sixty-eight thousand two hundred and thirteen dollars and ninety-five cents. To meet this debt it has five million four hundred and eighty thousand dollars of its first mortgage bonds unsold, and five hundred and sixty thousand dollars of Government bonds.

The amount of bonds actually executed is three million five hundred and sixty thousand dollars. The company is entitled to issue the following amounts: first, for two hundred and forty miles of road accepted by the Government, three million eight hundred and forty thousand dollars; second, for one hundred miles in advance, one million six hundred thousand dollars, making a total of five million four hundred and forty thousand dollars.

None of these bonds have been offered for sale. They are made, by act of Congress, a lien prior to that of the Government, and it was deemed advisable to wait before negotiating them, until the work had made such progress as to give to the public the assurance that its successful completion was no longer a matter of doubt. They have, therefore, been used to a limited amount as a basis for temporary loans.

The rolling stock on the road consists of twenty-one locomotives, one hundred and fifty-six flat, forty-six box, thirty-five hand, and five passenger cars.

The Union Pacific Railway Company, eastern division, have constructed their road to Fort Riley, one hundred and thirty-five miles west of the Missouri river, of which one hundred and thirty have been accepted by the

Government, thus giving a continuous line of railroad and telegraph four hundred and eighteen miles west of St. Louis.

They have also constructed a branch road, thirty miles in length, from Lawrence to Leavenworth, which affords them another line of communication to the Missouri river.

The company report that the present equipment of the road is as follows: Nine locomotives, ten first-class passenger, three baggage and express, one hundred and one box, ninety-four flat, and twenty seven hand cars. They have also purchased eight locomotives, five passenger, fifty flat, twenty stock and four hand-cars; have supplied the road with the requisite stations, depots, and water-tanks, and commenced the construction of machine-shops and round-houses at Wyandotte and Lawrence. Iron, weighing fifty-six pounds to the linear yard, and sufficient to construct one hundred and sixty additional miles of road with sidings, has been purchased and will be delivered monthly until next April. Contracts have been made to complete the road two hundred and fifty miles beyond Fort Riley by the 31st day of December, 1867.

The passenger and freight traffic of the road is already considerable, and give promise of great increase in the future. The gross receipts of one hundred and five miles of main line, and thirty miles of branch road, for the month of September, were forty-two thousand dollars.

The Commissioners, under date of September 28, reported that they have examined, and they recommend the acceptance of an additional section of the road of the Central Pacific Railroad Company of California, making a distance of seventy-four miles from Sacramento. The company report, under date of the 13th ultimo, that they have constructed an additional section of twenty miles, reaching at the terminus an elevation of about 6,100 feet above tidewater at Sacramento. A force of 10,000 men is now engaged in grading the next two sections; the ties are red-wood, equal to cedar in durability, and number about twenty-five hundred to the mile; and the culverts are constructed of granite or other hard stone, except in the valley, where hard-burnt brick is substituted, as stone could not be procured. The bridges are made of the best quality of red fir. The drainage is ample, and the road will be ballasted with gravel and broken rock. The grades are necessarily high. The maximum authorized by law has been reached for a distance of three and one-half miles. There is no difficulty in operating these portions of the road. The passenger trains make twenty-five and the freight trains twelve miles per hour.

There are on the road, or in transitu, thirty locomotives and six hundred and seventy-one cars. The company have in Sacramento the machinery for a large machine and repair shop, including a powerful horizontal engine for furnishing the driving power. The shop is in process of erection, and the company expect soon to be able to build locomotives and cars equal to those furnished in the Eastern States. The tunnels have been constructed sufficiently wide to accommodate double tracks. A full force is at present employed in constructing a tunnel sixteen hundred feet in length at the summit of the Sierra Nevada, and one of nine hundred feet in length seven miles east of that point.

Examinations and surveys indicate the valley of the Humboldt as the most advantageous route through the State of Nevada.

The company expect to reach, during next year, the Big Bend of the Truckee river, to

which point the road has been permanently located, a distance of one hundred and ninety-five miles from Sacramento. They allege that their expenditure exceeds twelve million dollars, and they entertain no doubt that the road will be completed to Salt Lake City during the year eighteen hundred and seventy.

The Atchison and Pike's Peak Railroad Company have completed forty miles of their road west of Atchison. The company report that they have on hand six locomotives, two passenger, one baggage and express, fourteen box, and thirty two flat cars, three tanks and two turn-tables, etc., with a machine shop and a blacksmith shop complete, the former being built of stone masonry and covered with an iron roof, and they are now engaged in the erection of a round house. The road is generally built in a very substantial manner; nearly all the bridges and culverts are of the best quality of solid masonry. The longer span bridges are of the Howe truss pattern. The road bed for the next thirty miles is nearly ready for the superstructure. The ties, iron, chains and spikes for the same are on hand or in transitu. The company report an expenditure, in the construction and equipment of the road, of two million three hundred and seven thousand six hundred and fifty dollars. They confidently expect that sixty miles of road will be completed by the first of January next.

The Western Pacific Railroad Company filed, on the 13th of last July, their acceptance of the provisions and conditions of the resolution of Congress extending the time for the construction of the first section of twenty miles of their road, approved May 21, 1866. On the 2d instant this Department received the report of the Government commissions, showing the completion and equipment of that section. It extends from San Jose, in the direction of Sacramento, to a point in Alameda County, a distance of twenty miles.

The report of the President of the Sioux City and Pacific Railroad Company, under date of the 16th instant, sets forth that renewed surveys by their engineers, during the past season, justify and confirm the opinion that the most direct and practicable route from Sioux City to a point which they have selected upon the Union Pacific Railroad from Omaha, is on the east side of the Missouri river, to a crossing near De Soto, thence via Fish Creek to the Platte Valley, thence to the point of connection with the latter road at Fremont, forty-six and one half miles west from Omaha. It is also stated that the grading of the northern sixty-eight miles has been placed under contract, and a force already engaged on the work. The company has arranged to construct about six miles of road, which will connect its line very advantageously with the Cedar Rapids Railroad, at a point where it is expected that the latter road will reach the Missouri river valley in a few days.

There is nothing on file in the Department to show that the company authorized to construct the Atlantic and Pacific Railroad by the act of Congress approved July 27, 1866, have accepted the provisions of the act.

The last number of the Omaha *Herald* chronicles the arrival in that city of Messrs. Blair and Walker of the Chicago & Northwestern, who "bring assurances confirmatory of the rapid progress upon the Chicago & Northwestern, the Chicago, Council Bluffs & Omaha Air Line, and promise early connection with the Union Pacific in the chief city of the frontier.

Morris and Essex Railroad.

(From the American Railroad Journal, Dec. 15.)

[The following abstract of the report of the Morris and Essex Railroad, although late in coming to hand, is of great interest, especially in its association with the Atlantic and Great Western Railway enterprise of a great through route.—ED. RECORD.]

The receipts of this company for the year ending December 31, 1865, were:

From passengers.....	\$457,161 92
" freight.....	192,147 17
" mails and sundries.....	31,147 01
	\$680,456 10

Expenses, viz.:

Repairs of road, bridges and buildings.....	\$112,527 06
Repairs of engines and cars.....	85,900 60
Wood, oil and waste.....	116,531 42
Operating the road, and transporting passengers and freight.....	160,421 10
Salaries and insurance.....	17,926 90
Government tax.....	19,478 67
	\$513,785 75

Earnings less expenses.....	\$166,670 35
Paid interest on funded and floating debt of the company.....	112,160 30

Balance..... \$54,510 05

Two semi-annual dividends and one semi-annual interest have been paid during the year, amounting to \$222,744 92; of which there was paid in stock of the company \$97,650, and in cash \$125,094 92. The President, in his report dated June 19, 1866, says:

It was expected, at the last annual meeting, that the Phillipsburgh Branch would ere this have been in successful operation. But various causes have conspired to delay the completion of that work. It is now, however, nearly finished. Some grading yet remains to be done, on Sections 7, 20 and 21. The Directors recently went over the entire line, for the purpose of ascertaining the condition of the work, and the probability of its early completion. The grading will be entirely completed, and the permanent track laid and in use, at a very early day. It has already been laid at all points of the line, except the sections above referred to. A temporary track has been put down at the unfinished parts, which has been used to a moderate extent for the transportation of coal for nearly six months past; and which is capable, as soon as the requisite accommodations for disposing of coal on a large scale can be provided, of passing at least 2,000 tons a day. These accommodations are being pushed forward with all the energy which the work admits of, and the company will soon be in a condition to inaugurate this branch of traffic on an extended scale. The Board have steadfastly kept in mind, that the business of the line will receive its full development only when it fully participates, (as it soon will) in the vast commerce carried on between the City of New York and the Great West, including Pennsylvania. The coal beds and iron mines of that State, and the grain fields of the more westerly States, must have an outlet to the Atlantic seaboard. This outlet must necessarily be across New Jersey; and nothing can prevent this company from receiving its fair share of this great trade. At this moment, an amount of traffic stands waiting to precipitate itself upon the road, sufficient to fill the line to its utmost capacity. All that the company needs is adequate capital, to put the road in a condition to receive the business, and to furnish it with rolling stock sufficient to carry it on. This the Board, as will afterwards appear, are endeavoring to provide; and they have strong

hopes of being able, without difficulty, to raise all that is necessary to put into profitable use the large amount of capital which is already invested, and much of which yet lies dead and unproductive.

The Board, in anticipation of the work to be done, have already provided a large amount of rolling stock, which is ready, or nearly so, for immediate use. They have purchased four hundred double coal-cars, capable of carrying ten tons each, and have, during the year, added thirteen locomotives to their propelling force, and have several more under contract; and have also been largely increasing their stock of freight and passenger cars. But a still larger stock is yet desirable, and it is of the highest consequence, that the works should not be allowed to remain idle, or to do less than they are capable of doing, for lack of the requisite rolling stock, fixtures, machinery, wharves, freight depots, and other conveniences, adapted to the road, with all its capacities and wants. One cause of the delay in the completion of the extension has been the rocky character of the excavations on the sections above mentioned. This, together with the increased price of labor and materials, has greatly enhanced the cost of the work beyond the original estimates. The road when completed will be one of the best in the country. Its grades will be easy, its curves slight, its tangents long and prevailing, and its capacity will be fully equal to that of any other road of equal length. Its cost will be much less than that of competing roads, which have proved highly successful and remunerative.

It should be added, that, besides the additional outlay which will have to be made in completing and furnishing the present line of the road, the Board also contemplates the speedy construction of a branch from Denville to Boonton, in order to accommodate the extensive iron interests that centre at the latter point. This branch will form part of the main branch, hereafter to be constructed through the Great Notch.

A double track is also being constructed from Roseville to South Orange, and it is proposed at once to extend the same to Millburn, and possibly to the Passaic River, near Chatham.

In addition to these extensions of the double track, large additions to the sidings of the whole line are being made, which, as long as the road consists of a single track, are absolutely essential to the introduction of an extensive coal and freight traffic, in connection with regular passenger trains. A double draw is also being made at the Hackensack bridge. Besides this, extensive repairs and improvements are going on at various points on the whole line of the road.

In view of the fact that the Pennsylvania system of railroads, with which our most important connection is to be formed, is constructed on the gauge of 4 ft. 4½ in., it was some time since determined to adjust the road of this company to the same gauge. Accordingly, the track of the Phillipsburgh branch has been laid on this gauge; since which the gauge of the entire line has been changed.

During the past year, several events of considerable interest to stockholders have transpired, to which it is now necessary to advert.

It is known to the stockholders that, during the fall of last year, an arrangement was made with the Atlantic and Great Western Railway Company for a lease to that company of the entire road and property of the Morris

and Essex Railroad Company. The causes which led to the arrangement were briefly the following. The Atlantic and Great Western Railway Company have constructed a railroad, intended as a trunk road, from Dayton, Ohio, to Salamanca, New York, where it connects with the Erie Railway, and over that road has a connection with the City of New York. At Dayton, it connects with another railroad, which extends its lines to Cincinnati and St. Louis. The proprietors of this trunk road were desirous of having a new outlet to New York; and made negotiations for that purpose with several railroad interests in Pennsylvania. A line was wanted across New Jersey to complete the series. Proposals were accordingly made to the Directors of the Morris and Essex Railroad Company, for a lease of the road of this company; and these proposals were of such a character as to make it the serious duty of the Directors to entertain them. The acknowledged high character and financial responsibility of the parties who made these proposals, consisting of Sir S. Morton Peto and his associates, who were on a visit to this country at the time, afforded, it was thought, a guaranty that any agreement entered into by them would be carried out. The result was, that an agreement was made on the first day of November last, whereby the Morris and Essex Railroad Company leased to the Atlantic and Great Western Railway Company, for 999 years, the entire road, property, and works, at a rent, which, considered as a certain and uniform income, without risk, tax or expense, was deemed an advantageous consideration for the stockholders of this company. This rent, after paying all interest on the bonds and obligations of the company, and all demands of every kind against it, was to be eight per cent. on the capital stock of the company, for the first year, nine per cent. for the second year, and ten per cent. annually, thereafter, for the whole period of the lease; with a further provision, that, if the lessees should realize more than the said ten per cent., the Morris and Essex Railroad Company should share such surplus in proportion to their capital invested in the road and property, as compared with the capital to be invested therein by the lessees. The lessees further agreed to construct a branch railroad from Denville to Bloomfield, or to some point on the main road, east of Bloomfield, by way of Boonton and the Great Notch; and were to expend at least \$100,000, in improving the depot of the company at Hoboken, and to double-track the main road from Newark to Morristown, and from Denville to Phillipsburgh—all of which was to stand in the name of the Morris and Essex Railroad Company, and be operated under the lease, and to remain as security for its due performance. These outlays on the part of the lessees were to be made within the limited period of four years, or the lease to be void; but the agreement was to make them in less than three years. This lease was to commence on the 1st of February, 1866; but the road and property were to remain in the occupation of the Morris and Essex Railroad Company for their greater security until all the said outlays should be made by the lessees. The lease was duly executed by the parties, and, at the last session of the Legislature, a law was procured, validating and confirming it, and requiring a copy to be filed in the Secretary of State's office; which was done.

In pursuance of this lease, the Atlantic and Great Western Railway Company, in February last, entered upon the performance of the

duties it imposed upon them, and expended a considerable amount of money in preliminary arrangements for constructing the Boonton Branch, and in the erection of wharves, coal-trestles, etc., at Hoboken, which are of great importance to the early commencement of operations in the coal traffic. But, in March last, the financial difficulties in England, which largely affected the Atlantic and Great Western Railway Company, rendered it necessary for them to suspend their operations, and to request the temporary aid of the Morris and Essex Railroad Company. Their agents having represented, that they were not prepared to advance the money necessary to continue the construction of the road and works of the company, as provided by the agreement of November, 1865; and having requested this company to raise the same, on its own credit and resources, a supplemental agreement between the parties to that end was made, on the 3d day of April last, providing for the issue of additional bonds or stock of this company. In pursuance of this agreement, and, in order that no interruption to the progress of the works might ensue, the Board at once took measures to raise the necessary funds for prosecuting the same with renewed vigor. This has been done, by means of a temporary loan; but, in order to make a more permanent and extended provision for all wants of the company, in completing and furnishing the line, and organizing its operations, on a scale that will insure an active realization of revenue, the Board resolved to make a permanent loan by the issue of convertible bonds, to the amount of one million and a half of dollars; and, to insure their prompt sale, resolved to offer them at 85 per cent. of their par value. As these bonds will be convertible into stock of the company, at any time before the last instalment becomes due, to wit, the 1st of February next, it was deemed fair and just to the stockholders, that they should first have the refusal of them, in proportion to their interest in the company; so that, if any money was to be made by the purchase of the bonds, the stockholders might have the opportunity of making it. The Treasurer was accordingly directed to issue to the several stockholders the recent circular on this subject. Since this circular was issued, it has been suggested to the Board, that the time for the conversion of the bonds into the stock of the company should be extended and, also, in case a second mortgage should hereafter be made, to secure a further loan by the company, that such of these convertible bonds as might not have been converted into stock, should be placed on an equal footing with any bonds to be issued under such second mortgage.

At a recent meeting of the Board, this suggestion was fully considered, and resolutions were adopted to meet these views. The Treasurer was directed to send a supplemental circular to the stockholders, informing them thereof. A copy of the circular and the supplements thereto are appended to this report. The Board, from information they have received, feel assured that they will have no difficulty in placing the whole loan. This operation cannot but be attended with favorable results. It will enable the company to put their works in profitable operation—so long desired; and will leave untouched a large residue of their first mortgage bonds, still to be disposed of, for the further uses of the company: the proposed convertible bonds not being issued under or covered by that mortgage. It is here proper to state, that the first issue of three and a half millions of dol-

lars of bonds, under the first mortgage, has all been disposed of, and the Board, under a provision of the mortgage to that effect, have issued the remaining million and a half, provided for by the mortgage. A portion of the money thus realized will be needed to carry out the proposed arrangements herein referred to; the remainder, which will probably amount to nearly one million dollars, will remain in the Treasury of the company, and will be applicable to any demand which may hereafter arise for further facilities, should the same be required for the business operations of the road.

It is also proper to state, that in February last, the Board, pursuant to an understanding had with the lessees, at the time of the execution of the lease before mentioned, issued the residue of stock required to make the whole amount equal to three and a half millions of dollars. The charter of the Company, with the supplements thereto, authorized a capital of five millions; and, by the supplemental agreement made with the lessees, in April last, the Board were authorized to issue such further amount of stock as might be deemed advisable for attaining the objects of that agreement.

Should the proposed convertible bonds be changed into stock, the full complement of capital stock, authorized by the charter, will be filled.

The stockholders will understand, that thus far all the ordinary operations of the Company, and all its funds have been managed by, and kept under the control of their own Directors and agents, it being one of the terms of the lease made to the Atlantic and Great Western Railway Company, that the Morris and Essex Railroad Company were, for their better security, to remain in the occupancy of their own works, until the lessees should make the constructions and outlays provided for in the lease. Should any contingency, therefore, occur, by which the lease should fall through, or fail to be carried into effect, it will produce no change in the operations or management of the Company's works. Every thing will go on as it has done, under the care and superintendence of its own officers and directors. And it is provided by the lease and the supplemental agreement of April last, that, in case the lessees should not be able to proceed with the fulfilment of the contract, on their part, it will be in the option of this company to terminate it. Whilst, therefore, many advantages to the company have undoubtedly already accrued, by the connection formed with the Atlantic and Great Western Railway Company, at the same time, the terms of that connection are such that no disadvantage and no interruption in the operations of this company can ensue, should that connection by any contingency be dissolved. The intercourse of the Board and officers of this company with the officers and agents of the Atlantic and Great Western Railway Company has been of the most pleasant character, and every disposition has been evinced on the part of the lessees, to conform to the spirit and terms of the agreement entered into with them; and the Board have no hesitation in expressing their conviction that those gentlemen have acted with entire good faith in all their transactions with this company.

Annexed hereto will be found tabular statements of the business of the company, showing its operations during the year 1865, and also a comparative statement of the receipts for the first five months of the years 1866 and 1865, respectively. An inspection of the

latter statement will show an increase in the company's business, during that period, of \$105,385 85, or more than forty per cent. Of course, the large increase in the price of labor and material, and of all incidental railroad expenses, during the past year, without any corresponding advance in the prices of transportation render the net results to the company less favorable than they would be, if the business of the country were in a normal condition. It is believed, that this exceptional state of things has reached its limit, and that prices will gradually resume their proper relation to the business interests of the community. With the prospect of such a result in view, and when it is remembered that the increase of business and receipts, as above shown, has taken place, even with the present limited and partial operations of the company, with its most profitable sources of revenue yet to be developed, the Board can not refrain from expressing their conviction that a prosperous future is opening to the road and property under their charge, and that the stockholders of the company will continue to realize adequate returns for their investments.

The following statement shows the financial condition of the company December 31, 1865:

Capital stock ..	\$3,199,050 00
Funded debt ..	3,084,775 00
Floating debt ..	108,104 20
Contingent account ..	290,790 13
	\$6,682,719 33
Cost of road and its appendages ..	\$6,537,291 53
Capital stock of Newark and Bloomfield Railroad Company ..	55,000 00
Wood on hand paid for ..	39,395 00
Cash and cash items ..	52,031 80
	\$6,682,719 33

Atlantic and Pacific Railroad.

The Atlantic & Pacific Railroad, of which John C. Fremont is President has a land grant of 25,000 acres per mile, or 46,000,000 acres. The *St. Louis Republican*, in speaking of the route of this road says:

As sketched by the President, the road is laid in Southwestern Missouri and the Valley of the Canadian, and generally along the thirty-fifth parallel to the head of navigation on the Colorado, and thence to the Pacific coast. It is the shortest route by five hundred miles of any surveyed for that purpose, and presents the fewest difficulties. No mountains are in the way, and for a greater portion of the distance it follows the valleys of streams and thus reaps the advantage of water levels as uniform in their surface as could be desired. The climate throughout is good. Snows are almost unknown; water and timber abound plentifully; the soil is rich, and minerals of the best description are everywhere found. The Southwest branch of the Pacific Road will probably be incorporated in this continental work, and if so, it starts from a city of more than 200,000 inhabitants as its eastern terminus, passes through a rich and well settled portion of Missouri, penetrates the Indian Territory, remarkable for the prolific nature of its soil, and reaches the Rio Grande through the heart of New Mexico, a territory containing more than 100,000 people, and whose trade amounts to \$20,000,000 per annum; thence it traverses Arizona, and strikes the waters of the Pacific at the Gulf of California.

At the present time there are 31,000 miles of railway in the country representing over \$1,000,000,000 in valuation.

North Carolina Railroad.

The earnings of this road for the years ending May 31, 1861 and 1866, have been as follows:

	1860-'61.	1865-'66.
From passengers	\$183,844 49	\$280,183 52
From freight	215,477 40	510,214 23
From mails	23,300 00	7,993 81

Totals

This shows an increase over the years 1860-'61 of \$377,729 67. Included in the earnings of 1865-'66 are \$131,238 64 for United States Government transportation and \$17,657 29 for express.

The income of the company during the past year has been as follows:

From transportation, as above	\$798,391 56
" sale of old iron and steel	45,038 17
" sale of supplies	41,841 17
" rent	3,744 42
" shop account	1,468 72
Total	\$890,480 04

Expenses, viz.:

Transportation expenses	\$185,554 81
Maintenance of road	119,930 89
Maintenance of cars & machinery	182,957 59
Salary account	39,782 91
Loss and damage	19,309 37
Supply account	71,604 94
Rent of cars and engines	7,931 58
Tax account	7,604 89
Interest account	32,440 30
Maintenance of buildings	27,048 24
Maintenance of bridges	35,193 63
Purchase of railroad iron	137,290 44
Purchase of engines and cars	65,825 20
	\$984,375 79

Expenses more than income

To meet this the company have damaged iron worth \$39,200; and 484 bales of cotton, less an advance of \$37,768 50.

The above expenses are divided as follows:

Ordinary expenses	\$435,783 05
Extraordinary repairs, or construction	548,592 74
Total as above	\$984,375 79

The ordinary expenses of the road were 49 per cent. of the whole earnings. They were as follows:

Maintenance of road	\$143,806 89
Maintenance of cars and machinery	118,904 13
Transportation	173,072 03
Total	\$435,783 05

The extraordinary expenses were:

Purchase of new railroad iron	\$137,290 44
" transportation and road	63,153 52
" cross ties	59,031 55
" supplies	85,002 39
New warehouses and water stations	25,048 24
Bridges	35,093 63
Cars and machinery	51,020 76
Purchase of cars and engines	65,825 20
Interest on coupons	27,120 00
Total	\$548,592 74

Owing to the large supply of material on hand, which at the close of the year, amounted to \$245,587 59, the expenses for supplies during the current year will be light.

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1866:

Balance, May 31, 1865	\$2,497,333 11
Amount of slave property account	139,237 00
" Chatham Railroad stock	200,000 00
" sinking fund	215,600 00
" income, as above	890,480 04

Total	\$3,942,050 15
Expenses, as above	\$984,375 79
Right of way, etc.	630 00
Decrease of Company's debt	170,102 35
Passed to profit and loss	2,092,918 57
Due from Ind. debts	24,469 85
Due from North Carolina, war debt	209,556 92
Due from Virginia, war debt	382 18
North Carolina and Virginia Treasury notes	1,507 25
In hands of supply agents	7,529 01
Due from agents, U. S. Government, individuals, &c.	27,368 42
Cost of railroad iron for sale	14,790 13
Amount of cotton account	149,885 41
" Chatham Railroad stock	44,444 44
" sinking fund	204,000 00
Cash on hand	10,089 94
Total	\$3,942,050 15

The debt of the Company is \$350,000, which will fall due in March next, and some action of the stockholders may become necessary, at the annual meeting, to provide for its payment.

The financial condition of the Company May 31, 1866, is exhibited in the annexed statement:

Cost of road and equipment.....	\$4,947,374 23
Stock of Chatham Railroad Co.....	444,444 44
Stock of North Carolina Railroad Co.....	21,500 00
Sinking fund.....	204,000 00
Due from bad debt.....	24,469 85
Due from war debts.....	209,939 10
North Carolina and Virginia Treasury notes.....	1,507 95
In hands of supply agents.....	7,529 01
Due to the Company.....	27,368 42
Railroad iron for sale.....	14,790 13
Cotton acc't int.....	149,845 41
Cash on hand.....	10,089 94
Total.....	\$5,662,897 88

Capital stock.....	\$4,000,000 00
Loan account due March 1, 1867.....	339,000 00
Unpaid coupons due.....	29,520 00
Bills payable.....	30,333 40
Negro bonds of 1864 and 1865.....	105,070 67
Unpaid dividends.....	1,041 00
Due railroad companies.....	10,463 77
Due sundry individuals.....	111,749 92
Due on pay rolls.....	38,951 41
Profit and loss.....	996,167 81
Total.....	\$5,662,897 88

NATHANIEL BOYDEN, President.

E. WILKES, Superintendent.

F. A. STAGG, Secretary and Auditor.

Work on the Grand Rapids & Indiana Railroad.

The Grand Rapids & Indiana Railroad, of Michigan, has just made a showing of what has been done upon that road, from which we gather the following:

There are now over \$600,000 of unexpended moneys raised for the company on subscriptions bonds and town votes, which are entirely good. \$600,000 have also been expended for grading, dredging and ties. Eight miles of the road have been graded. The ties are on the road from the Michigan Southern Railroad to Brady, and 18,000 ties south of that road, and the ties for the first twenty miles north of Grand Rapids. The entire bridge work is down from the Michigan Southern Air Line Road north to the town of Kalamazoo. Between Kalamazoo and Grand Rapids, very little has been done beyond locating and surveying the route. The iron for the first twenty miles north of Grand Rapids will, in a few days, be on the ground, and will be laid down as fast as the season of the year will permit. From the 1st to the 12th of January the delivery of iron at Sturges will commence for ironing the road between that place and Mendon.

SURVEY OF ROUTES FOR THE UNION PACIFIC RAILROAD.—The engineering party, under Eply and Ives, sent out for taking the latitude and making explorations for the Pacific Railroad, has arrived at Salt Lake. The *Vidette* says: "Ives and his party came over by the southern route—that is to say, by New Pass, West Gate and Ruby Valley—arriving here from the South of Salt Lake. Mr. Eply and party came over the northern route via Starr City, Table Mountain and Gravelly Ford, arriving here from the northern terminus of the lake. They think both routes feasible. An excellent grade was also found up the Humboldt river to its source, or near the Humboldt wells."

Arizona—Message of Governor McCormick.

We are indebted to the courtesy of Gov. McCormick for a copy of his message to the Legislative Assembly of Arizona Territory, which met at Prescott, Oct. 8th, 1866. From the message we make the following extracts relative to the mineral and agricultural resources of the Territory and the means of developing them:

THE MINES.

If there is less excitement over our mining interests there is more confidence in their excellence, and a strengthened belief that their development will surprise the world. Ten quartz mills will have been erected in this country alone before the close of the present year. Those already in operation afford a gratifying evidence of the value of the gold ores, and as the lodes are sunk upon they show permanence and size. The appearance of sulphurets and refractory elements at a certain depth may involve the necessity of more elaborate machinery, but no obstacles will I think be sufficient to baffle the enterprise of our miners who depending more upon their own energies and capital than upon help from abroad, are determined to know no such word as fail.

The rare advantages of wood, water and climate are more than sufficient to offset the costs of living and the heavy expense of transporting machinery here, and I believe, as I have often asserted, that there are few localities on the Pacific coast where quartz mining may be so economically, agreeable and profitably pursued.

Those of the silver mines below the Gila, and on the Colorado, that are judiciously worked, with scarcely an exception, show great wealth and fully maintain the traditional reports of the metallic opulence of the country.

The considerable capital now devoted to the development of the copper lodes on the Colorado and Williams Fork is but an earnest of that which this important work will soon command. The uniform richness of the ore, the quantity of the same, and the facilities for its extraction and shipment combine to make the mines among the most desirable of the kind upon the continent.

AGRICULTURE.

The valleys of the Territory, more extensively cultivated this year than ever before, have produced an abundant harvest. The yield of corn, vegetables and small grain, is such as to prove that henceforth we need not look abroad for food; and I make no doubt that if assured that their crops will be bought and promptly paid for, and they are properly protected from Indian insurrections, our ranchmen will, during the ensuing year, by the favor of heaven, raise all the bread stuffs that may be required to subsist the military force of the Territory. Here in Central Arizona, even in the Mountain districts, where comparatively little was expected in the way of agricultural success, the pursuit of the husbandman is likely to be one of the most profitable. The heavy rains of the present season indicate that irrigation will seldom be necessary, and the fertility of the soil is remarkable. It seems as though every thing planted attained the most luxuriant and complete growth in the shortest possible time. The grains, vegetables and melons, taken promiscuously from any of the ranches, and raised without fertilization

of any kind, or other than the simplest care would command a premium if placed in the competition with the products of the richest and most expensive farms and gardens of the Atlantic States.

THE APACHE.

The conflict with the Apache continues and will continue, I fear, until we are supplied with troops better suited to fight him, or the product of our mines is such as to attract a large population, and so literally to crowd him from the scene of action.

I am confirmed in the opinion that it is idle to talk to the Apache of reservations while he feels any security for life or property outside of them. He must be persistently followed and fought until he sues for peace, and then placed upon a reservation remote from his old haunts, and from which escape is impossible. To welcome him at one fort and drive him from another; to feed him to day and refuse him to-morrow; to make spasmodic rather than systematic campaigns against him; to fight him with troops ignorant of his country and who have no heart in the work, however good the intent, is but to put the government to great expense for no adequate return.

Whatever increase may be made in the military force of the Territory, and however zealous and intelligent those in command may be, I have little faith in any marked or substantial success in the subjugation of the Apache until authority is given to employ the right material and in sufficient strength to maintain concerted, continuous and harassing movements against him from many points in the Territory; a systematic and unintermitting aggressive war. On the score of economy the policy of employing native volunteers, in view of their easy subsistence, is especially worthy the consideration of the Government.

SOUTHERN PACIFIC RAILROAD.

At its last session, Congress passed a bill giving a generous grant of land to the company organized to construct a Pacific Railroad via Kansas, New Mexico and Arizona. The line selected across this Territory is the Whipple or 35th parallel route, with a deviation to, or near to, Prescott. It is thought by those best informed that owing to the diverse interests in the construction of the Northern Pacific road, and the acknowledged superiority of a more southern route, at the next session of Congress a subsidy sufficient to warrant the building of this road will be granted, and if so it will doubtless be pushed through with vigor.

The Hon Peter Melindy of Cedar Falls, Vice President of the Cedar Rapids & Missouri railroad, was surprised by certain of his friends last week, in a manner creditable to them and complimentary to him. On invitation he went with a friend or two to Council Hall, not suspecting what was up. On entering the hall he was addressed by his Honor, Mayor Allen, in a short speech, after which he was presented with a beautiful album in gilt and morocco, and six hundred and twenty-five dollars in green-backs.

Engineers, under the direction of D. G. Waite, Chief Engineer of the Platte City & Fort Des Moines Railroad Company, are at work locating the road to Cameron. The grading will commence as soon as the line is fixed upon.

Colonel Terry, engineer of the Knoxville and Kentucky Railroad, intends with the large force he is working, to complete the road as far as Challen, near the State line, by New Year's day.

The Indiana State Treasury.

The report of State Auditor McCarty, shows the condition of the State Treasury on the 1st of November, to be as follows:

On hand November 1, 1865.....	\$ 86,051 34
Total receipts.....	3,974,35 23
Total.....	\$4,060,406 57
Warrants drawn.....	3,661,564 68
Balance in Treasury Nov 1, 1866.....	\$ 391,521 89
Being a difference in favor of the present year, as against last, of.....	\$ 275,470 55

The receipts have been chiefly made up from the following sources:

Revenue.....	\$1,764,613 59
Common School.....	1,111,345 62
State Debt Sinking Fund.....	540,212 53
Relief of Soldiers' Families.....	82,428 33

The disbursements have principally been for the following:

Ordinary Expenditures.....	\$ 242,291 71
Office Expenditures.....	27,100 86
Public Institutions.....	426,359 44
Military Expenditures.....	306,304 01
Public Indebtedness.....	1,048,087 09
College Fund.....	24,217 03
Common School Fund.....	1,161,114 27

It will be seen that the disbursements for the common school fund have been fifty thousand dollars more than the receipts, which sum has been paid by the Treasury upon the amount due that fund from the State. The receipts last year were \$2,742,989 19, showing an increase of \$1,214,046 04. Last year the disbursements were \$3,901,826 52, a decrease this year of \$240,261 84. The increase of receipts have arisen principally from the large increase of valuation, and the increase from ten to sixteen cents tax on the school fund.

STATE LEVIES.

The levy for taxes for 1866, is as follows:

State Tax.....	\$1,602,657 80
School Tax.....	1,030,964 26
Sinking Fund Tax.....	1,118,600 56
County Tax.....	3,214,729 33
Road Tax.....	562,762 51
Township Tax.....	290,690 25
Special School Tax.....	902,877 28
Township Library Tax.....	44,492 79
Dog Tax.....	154,840 00
Bounty Tax.....	874,167 70
Other Tax.....	275,647 41

Total for 1866.....	\$10,167,894 39
Delinquencies for 1865 and previous years.....	1,399,786 05

Total..... \$11,574,218 69

REAL AND PERSONAL ASSESSMENTS.

The following are the assessments on real and personal property:

Number of acres.....	22,380,504
Value, without improvements.....	\$257,749,500
Value of improvements.....	60,754,141
Value of lands and improvements.....	213,304,358
Value of town lots.....	29,388,021
Value of improvements on town lots.....	33,993,889
Value of lots and improvements.....	66,448,008
Valuation personal property.....	194,814,463

Total valuation.....	\$578,484,109
Number of polls.....	228,878

Last year the number was:

Number of acres.....	22,166,088
Value, without improvements.....	\$247,066,046
Value of improvements.....	60,309,071
Value of lands and improvements.....	311,133,724
Value of town lots.....	28,319,072
Value of improvements on town lots.....	30,909,720
Value of lots and improvements.....	62,277,377
Valuation personal property.....	197,007,334

Total valuation.....	\$567,381,533
Number of polls.....	199,271

This shows an increase for the year of 30,607 polls, and \$11,102,556 in the valuation of taxable property, and an increase over the valuation of 1864, of \$61,678,110, of which

\$44,877,933 is the increase of the valuation of personal property, and about six millions increase in the valuation of improvements in town property.

There are due the different funds the following amounts, Nov. 1, 1866:

College fund.....	\$ 597 43
Saline fund.....	34,323 89
Bank tax fund.....	21,636 38
Surplus revenue fund.....	786 61
Three per cent. fund.....	32 13
Fund from estates without heirs.....	8,911 23
Common school fund.....	40,533 56
State debt sinking fund.....	\$21,525 28
Swamp land fund.....	38,736 16

On hand in treasury..... \$493,182 72

Showing a deficit of..... \$111,560 83

On the first of November, 1865, the amount due these funds was \$563,800, a reduction during the year of \$70,617 38, fifty thousand dollars of which has been paid to the common school fund.

The excess of receipts over expenditures during the past year is \$275,470 55. During 1865, the receipts were \$2,742,989 19, and the expenditures \$3,901,866 52, an excess of expenditures amounting to \$1,198,837 33.

The expenses contrasted for the two years are:

1865.....	\$3,991,826 52
1866.....	3,661,564 68

Balance in favor of 1866..... \$ 240,261 84

The amount of free bank circulation outstanding on the 1st of April, 1865, was \$1,293,750; on the 31st of October of the present year, there was but \$73,770, showing a reduction during eighteen months of \$1,219,980.

MONEY AND COMMERCIAL.

The condition of the money market is not satisfactory to borrowers. This, however, is not any more so now than is usual at this season of the year, when all the available means of bankers are absorbed by the pork trade. The difficulty experienced by merchants in making collections during the closing month of the year is normal, and we doubt not as soon as the holidays are over, the usual easement will prevail. Money is now flowing freely into the country from the great centre to pay for the pork crop so long held back in the contest between the producer and packer as to price. This is the principal cause of the present difficulty in making collections. The turning point in the flow of currency must soon be reached when bankers will be able and desirous of meeting the wants of general customers. The rates of discount vary from 9 to 15 per cent. in bank, while outside transactions are made at much higher figures.

In Exchange the market is more firm, the offerings being less. The quotations are as follows:—

	Buying.	Selling.
New York.....	$\frac{1}{2}$ @ 1-10 dis.	50c @ par.
Philadelphia.....	$\frac{1}{2}$ @ 1-10 dis.	50c @ par.
Boston.....	$\frac{1}{2}$ @ 1-10 dis.	50c @ par.
Gold.....	111 $\frac{1}{2}$	112 @ 32 $\frac{1}{2}$
Silver.....	123 @ 124	125 @ 126

The course of the gold market for the week has been downward. The following are the daily fluctuations for the week:

	Opening.	Highest.	Lowest.	Closing.
Dec. 20.....	136 $\frac{1}{2}$	136 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$
" 21.....	134 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
" 22.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
" 23.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133	133 $\frac{1}{2}$
" 24.....	Christmas.			
" 25.....	133 $\frac{1}{2}$	133 $\frac{1}{2}$	131 $\frac{1}{2}$	131 $\frac{1}{2}$

Of the New York Market the *Tribune* says:

Money on call is 6@7 per cent, but the demand is less active, and brokers made up their accounts until Wednesday with care. The bank statement is more favorable than the street at large expected, and shows no unusual changes. The deposits are reduced over four millions, but part of this grows out of an error made in last week's report, by giving the gross instead of the net deposits of one active bank.

Stocks opened heavy and lower upon the active list, but were in better demand after the bank statement was made, and at advancing prices. The favorite of the day was Michigan Southern, which sold at 82 $\frac{1}{2}$. North-Western shares were very active, at steadily advancing prices, the common closing at 44 $\frac{1}{2}$, and the Preferred at 83 $\frac{1}{2}$. Government stocks were steady upon the gold-bearing issues, and higher on the 7.30s. As compared with the morning board of Saturday, the active shares are all higher. Western Union rose 1 $\frac{1}{2}$, Quick-silver 1, New York Central 1 $\frac{1}{2}$, Reading 3 $\frac{1}{2}$, Michigan Southern 2 $\frac{1}{2}$, Milwaukee and St. Paul 1 $\frac{1}{2}$, Illinois Central 1 $\frac{1}{2}$, Cleveland and Pittsburgh 1, North-Western Common 1, do. Preferred 2, Rock Island 1, Fort Wayne 1. After the call the market was strong and stocks in demand. Later in the day prices were very strong, with a large demand to cover short contracts. The last prices were: New York Central 109 $\frac{1}{2}$ @109 $\frac{1}{2}$, Erie, 68@68 $\frac{1}{2}$, Reading, 104 $\frac{1}{2}$ @104 $\frac{1}{2}$, Michigan Southern 82 $\frac{1}{2}$, Cleveland and Pittsburgh, 86@86 $\frac{1}{2}$, Rock Island, 103 $\frac{1}{2}$ @103 $\frac{1}{2}$, North-Western 44 $\frac{1}{2}$ @44 $\frac{1}{2}$, North-Western Preferred, 83 $\frac{1}{2}$ @83 $\frac{1}{2}$, Fort Wayne 105 $\frac{1}{2}$ @105 $\frac{1}{2}$.

The condition of the general trade of the country is shown by the following table of exports and imports, which we copy from the *Economist*, being a comparative statement of the imports for the past eleven months:

FOREIGN IMPORTS AT NEW YORK FOR ELEVEN MONTHS, FROM JAN. 1ST.

	1864.	1865.	1866.
Entered for consumption.....	\$100,515 269	\$113,906,519	\$115,353,565
Entered for warehousing.....	91,888,563	73,234,644	110,127,920
Free goods.....	10,606,144	9,406,900	12,053,569
Specie & bullion.....	2,150 646	1,999 227	9,225,936

Total entered at port.....	\$208,190,662	\$198,691,320	\$286,761,010
Withdrawn from warehouse.....	62,379,804	76,891,650	95,676,445

The following shows the shipments from this port since the beginning of the year:

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR ELEVEN MONTH FROM JAN. 1ST.

	1864.	1865.	1866.
Domestic Produce.....	\$182,607,461	\$151,084,620	\$169,634,374
Foreign free goods.....	1,717,227	914 570	662,218
do dutiable.....	16,191,593	3,201,804	4,415 445
Specie and bullion.....	44,721,444	27,251,522	59,256,430

Total Exports.....	\$245,237,725	\$183,052,516	\$234,172,447
do exclusive of specie.....	200,516,281	156,800,591	174,916,017

The receipts for customs' duties during the same period have been as follows:

	1864.	1865.	1866.
1st quarter.....	\$21,314,334.49	\$14,415,083.83	\$35.6,890.52
2d quarter.....	21,168,915.49	22,280,991.24	31,929,287.29
3d quarter.....	13,976,680.15	35,821,581.79	36,105,092.04
In October.....	3,670,188.38	10,973,513.01	11,002,048.08
In November.....	3,455,150.33	9,933,483.76	7,716,883.67

Total from Jan. 1st.....	\$33,490,275.04	\$33,424,155.63	\$122,379,231.61
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VERY CHOICE :

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

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THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATIONocomotive can raise water, with its own steam, to fill
the tender in the same time as from an ordinary tank ;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,however steam power is used ; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

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NEW YORK

**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be dis-
tributed Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improve- ments; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, sup- plying a magnificent fish pond and a splendid trouting brook, running across the whole prop- erty, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunt- ing Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fash- ionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	9,100

\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,
*At the Everett Assembly Rooms, New York,*At which time and place the ticket holders will appoint
a committee of disinterested parties to distribute one
hundred and fifty thousand dollars worth of val-
uable property, as above described.The distribution will be done fairly, honestly, and pos-
itively at the time appointed.**No Postponement to take place on any
consideration.**Each Ticket Holder's name will be duly registered, and
should the parties not be able to attend the distribu-
tion, they will be informed by mail of the gift
they are entitled to.**TICKETS ONE DOLLAR EACH.**

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.35			

All orders executed by return mail. Money can be
sent by Post Office Orders, Registered Letters, or Drafts,
at our risk.AGENTS—active and reliable agents wanted in every
town of the Union, with whom liberal arrangements will
be made. Ladies are invited to form clubs, and send for
tickets, for all the property would be as useful to them
as to the gentlemen.The best references will be furnished on application.
All persons wishing tickets and information, will please
address, with full name, town and county, plainly writ-
ten to

J. J. ADAMS,

Manager and Agent,
64 Nassau St., N. Y.

100,000 ACRES

CHEAP

OIL LANDS

IN

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40,000 ACRES

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Oil Land Leases

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FOR SALE BY

T. WRIGHTSON.WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & S.M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS*Cambridge, Ind.***REFERENCES.**B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
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[Aug. 2, tf.]

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CINCINNATI.**THE CORK CAR SPRING COMPANY**

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

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In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

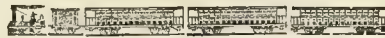
No	1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.		
2, 10 "	" 6 1/2 "	35 "	" "
3, 8 "	" 11 "	36 "	" "
4, 8 "	" 9 "	35 "	" "
5, 7 1/2 "	" 6 1/2 "	30 "	" "
6, 10 "	" 8 "	40 "	" "
7, 7 1/2 "	" 8 "	35 "	" "

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LITTLE MIAMI**RAILROAD:****VIA COLUMBUS.**

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

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Trains leave CINCINNATI as follows:

Lightning Express, at.....**7.00 A. M.**

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

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Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

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Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

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Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

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SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

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5**Workable Seams**

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COAL**From 3 1/2 to 15 Ft. Thick**

Of excellent quality. The Coal is similar in character and equally as good as the best Pittsburgh Coal, being very free from Sulphur, and a strong coaking coal. One seam of four feet thick, equally pure, is a DRY COAL, and will make iron without coaking. The iron is

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H. J. Page, General Agent, Cincinnati.

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1866.

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TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

NOV. 19, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 "	11:00 "
URBANA.....	12:45 P. M.	12:40 A. M.
GALLIEN.....	3:30 "	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLVILLE.....	8:47 "	0:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BI-GRAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	8:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

CIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

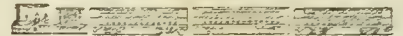
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from New York by Sea or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:20 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:40 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:2 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrive in New York at 5:20 p. m.

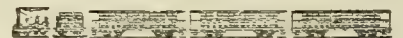
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passes Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

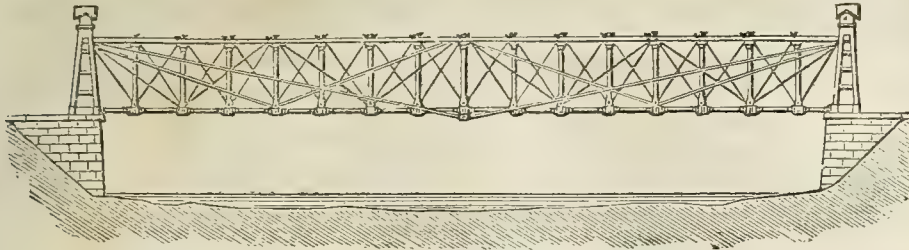
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

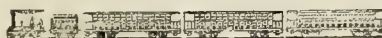
H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at..... 9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati..... 6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

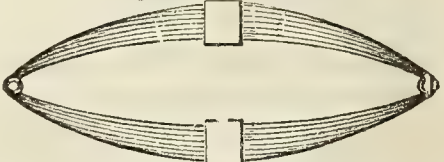
47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the Unequalled Attractions of Natural Scenery heretofore conceded to this route, the recent Troubles upon the Border have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

J. P. SMITH, Master Transportation, Baltimore

J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.

L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City...	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton, Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	6 00 P. M.	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; B. & B. House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

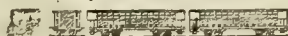
Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.

W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—3:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES.

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER.



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn.

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works, being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Tubes—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—14 to 24 inches in diameter, and branches for same. &c.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS,

THOS. T. TASKER, JR.,

CHAS. WHEELER

S. F. M. TASKER

HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4:15 (Express Monday excepted), 8:15 A. M.; 11:45 A. M. (Express); 2:30 P. M.; 11:30 P. M. night.

On Sundays, 4:30 A. M.; 11:30 P. M.

Leave Baltimore for North and West, 7:35 A. M.; 9:20 A. M. (Express); 1:10 P. M. (Express); 6:35 P. M.; 8:25 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7:30 A. M. and 11:00 P. M. Leave Baltimore for Philadelphia at 8:25 P. M.

Leave Philadelphia for Wilmington at 11:30 P. M. Leave Wilmington for Philadelphia at 8:30 P. M.

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JANUARY 3, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00
Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.
DEPART. ARRIVE.
Express Mail..... 8:15 A. M. 7:15 A. M.
Night Express..... 8:25 P. M. 6:45 P. M.

LITTLE-MIAMI.

Lightning Express..... 7:00 A. M. 7:15 P. M.
Express Mail..... 9:20 A. M. 4:45 A. M.
Columbus Accommodation..... 3:50 P. M. 11:25 A. M.
Lightning Express..... 8:00 P. M. 4:40 P. M.
Morrow Accommodation..... 5:20 P. M. 8:00 A. M.
Eastern Night Express..... 11:40 P. M. 9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express..... 7:00 A. M. 7:15 P. M.
Express Mail..... 9:20 A. M. 4:45 A. M.
Lightning Express..... 8:00 P. M. 9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:28 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 11:48 P. M. 6:00 A. M.
Marietta and Parkersburg Mail..... 8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:28 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:50 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada..... 7:00 A. M. 9:55 P. M.
Toledo, Detroit and Canada..... 8:30 A. M. 7:20 A. M.
Richmond and Chicago..... 7:00 P. M. 11:25 P. M.
Bellefontaine and Sandusky..... 7:00 A. M. 5:25 P. M.
Bellefontaine and Sandusky..... 3:00 P. M. 10:25 A. M.
Indianapolis & Cambridge City..... 7:00 A. M. 9:55 P. M.
Indianapolis & Cambridge City..... 1:30 P. M. 12:00 Noon.
Dayton, Lima and Chicago..... 3:00 P. M. 5:35 P. M.
Dayton Accommodation..... 5:00 P. M. 10:25 A. M.
Hamilton Accommodation..... 7:00 P. M. 7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.
Cincinnati, Cambridge City and Indianapolis Mail..... 6:00 A. M. 9:30 P. M.
Cincinnati, Cambridge City and Indianapolis Express..... 1:30 P. M. 11:55 A. M.

INDIANAPOLIS AND CINCINNATI.
Chicago and St. Louis Express..... 7:15 A. M. 10:45 A. M.
Springfield & St. Joe Express..... 12:00 M. 3:50 P. M.
St. Louis & Chicago Express..... 6:45 P. M. 12:45 A. M.
Lawrenceburg & Brookville Accommodation..... 4:30 P. M. 8:45 A. M.
Harrison Accommodation..... 10:10 A. M. 2:00 P. M.

OHIO AND MISSISSIPPI.
St. Louis, Cairo & Louisville..... 6:50 A. M. 11:10 P. M.
Louisville, St. Louis & Cairo Ex..... 6:30 P. M. 7:30 A. M.
Louisville Special Train..... 3:45 P. M. 2:00 P. M.

CINCINNATI AND ZANESVILLE.
Mail..... 9:29 A. M. 4:10 P. M.
Caboose Accommodation..... 5:20 P. M. 8:00 A. M.

COVINGTON AND LEXINGTON.
Morning Express..... 6:40 A. M. 10:55 A. M.
Evening Express..... 1:50 P. M. 6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.
Fast Express..... 7:00 A. M. 4:10 P. M.
Express Mail..... 9:20 A. M. 4:45 A. M.
Lightning Express..... 8:00 P. M. 4:45 A. M.

Finances of Ohio.

THE very able Auditor of State, JAMES H. GODMAN, Esq., in his Annual Report, gives the following abstracts of the receipts and disbursements of the several funds for the fiscal year ending November 15, 1866:

"The balance remaining in the Treasury at the close of the fiscal year 1865, was \$756,085 92, distributed among the several funds as follows:

General Revenue.....	\$183,280 42
Canal Fund.....	37,048 10
Sinking Fund.....	328,611 12
Common School Fund.....	55,093 39
District School Library Fund.....	83 15
National Road Fund.....	4,742 41
Bank Redemption Fund.....	3,344 63
Soldiers' Allotment Fund.....	54,191 63
Soldiers' Relief Fund.....	72,849 78
Soldiers' Claims Fund.....	16,841 29

Total.....\$756,085 92

The receipts of the Treasury during the past year, including the balance aforesaid, amounted to \$8,455,748 41; the disbursements to \$7,434,496 73; leaving in the Treasury on the 15th of November, 1866, \$1,021,251 68 to the credit of the several funds, as follows:

General Revenue.....	\$168,603 49
Canal Fund.....	12,273 63
National Road Fund.....	2,408 16
Sinking Fund.....	554,700 67
Common School Fund.....	58,798 42
District School Library Fund.....	83 75
Bank Redemption Fund.....	3,012 06
Soldiers' Allotment Fund.....	2,244 90
Soldiers' Relief Fund.....	142,712 11
Soldiers' Claim Fund.....	13,895 30
Ohio Soldiers' Home Fund.....	21,000 00
State Military Fund.....	41,519 79

\$1,021,251 68

RECEIPTS FOR 1866.

Total balance in the Treasury	November 15, 1865.....	\$756,085 92
General Revenue.....	2,395,860 69	
Sinking Fund.....	6,351,422 62	

Total receipts.....\$8,455,748 41

DISBURSEMENTS FOR 1866.

Total disbursements.....	\$7,434,496 73
Balance in the Treasury.....	\$1,021,251 68

By comparing the above with the report of 1865, it will be seen that there is a decrease of \$4,865,420 75 in receipts, and also a decrease in the disbursements of \$5,130,584 51. There is also an increase of the balance on hand of \$245,145 76.

The Auditor makes the following estimates for the coming year, which we abstract from the Governor's Message, being in a more condensed form:

"Receipts from all sources..... \$5,251,404 01

DISBURSEMENTS.

Civil expenditures.....	\$1,354,649 65
Morgan raid claims, &c.....	80,000 00
Sinking Fund, including \$600,000 of the principal of the State debt, and the Agricultural College Fund.....	1,870,000 00
Common Schools.....	1,374,000 00
Other disbursements.....	244,467 31

Total.....\$4,923,116 96

Leaving an estimated balance in the Treasury on the 15th of November, 1867, of \$328,287. 05.

From the foregoing statements it will appear that the burdens of the people for the current year will be nearly three million of dollars less than in the past year.

The expenditures for county, town and other local purposes, which do not pass through the State Treasury, form by far the greater part of the total taxation of the people. Thus the total amount collected on the tax duplicate for the past year is \$20,870,828 75, out of which only a little more than five millions enter the State Treasury, the remainder being disbursed within the counties where collected.

Of the debt of the State and its liquidation, the Governor says:

"The amount of the public debt of the State on the 15th November, 1865, was \$12,912,014 45. The Commissioners of the Sinking Fund have paid and discharged, during the past year, the sum of \$1,097,246 31; and the payments to be made by them during the present month (January), will reduce the total debt, to be provided for with accruing interest, to \$11,341,745 89.

During the four years to come, \$5,844,376 06 of the debt and interest will become payable, but its discharge will require no additional taxation beyond the rate of levy heretofore made."

From former reports we obtain the following comparative statement of the receipts and disbursements of the past seven years:

	Receipts.	Disbursements.
1860.....	\$4,031,147 55	\$3,959,071 48
1861.....	5,657,727 38	5,524,564 72
1862.....	6,512,307 14	6,029,566 98
1863.....	6,313,614 00	5,361,687 00
1864.....	8,710,139 82	6,706,471 70
1865.....	12,246,169 16	12,490,083 24
1866.....	8,380,748 41	7,359,496 73

The excess in the amounts for 1865 is owing to the Soldiers' Allotment Fund; over \$5,000,000 having been collected that year from the Ohio soldiers in the field and camp; and transmitted through State and County Treasuries to their families and friends at home, while in 1866 the amount was less than \$60,000.

Of the basis of taxation, the Auditor says:

"A great advance in the market values of real and personal estate has occurred since 1863; and the increase has been quite as large in the value of real estate as that of personal property; yet the increased taxation upon this advance in values has fallen altogether upon personal property, while real estate stands taxed on the official values fixed upon it in 1859. This is demonstrated by the following exhibit made up from the records of this office:

The total taxable value of real estate on the grand duplicate of 1863 was \$649,500,022. In 1866 it is \$663,647,542, an increase of only \$14,147,520, or about two per cent; and that has been mainly produced by new structures.

The total value of personal estate on the duplicates of 1863 was \$286,871,122. On the duplicate of 1866 it is \$442,561,379, an increase of \$155,690,257, which is over fifty-four per cent. This is so obviously wrong that no one will attempt to justify it; yet it is the necessary effect of executing the laws as they stand."

It has always been our opinion that there is much injustice in making up the assessment rolls; especially is this the case where

property is doubly taxed, which is always the case in property mortgaged, and in taxing railroads as realty, and the stock and bonds as personalty. Actual value only should be taxed. Party A. owns a house and lot worth \$5,000, and pays taxes on its assessed value, but at the same time B holds a mortgage of \$3,000 on the property, on which he also pays the regular tax. Here is a case in which double taxes are collected on \$3,000 of actual property.

The same is also the case where railroads are taxed as real property, and the stock and bonds as personalty. It is just and equitable that the railroads should be taxed as other property, and bear their proportion of the burdens of government; but if the tax is paid by the companies, the stock and bonds which are mere representatives of value should be exempt, they being precisely the same relation to the property value of the road, as a deed to a price of real estate does to the property it describes. The Auditor makes the following suggestion to the Legislature in relation to taxing railroads:

"I deem it proper, however, to call attention especially to the subject of the valuation of railroad property for taxation. By law, this species of property is appraised for taxation by local Boards of County Auditors, who know little, if any thing, of the value of that species of property, and hence there is great inequality in the valuations of the various roads in the State. The value of a railroad, under the present system, is arrived at by ascertaining the number of miles of track, the number of tons of iron in it, and the value per ton of iron, the number of locomotives, cars, &c., and their cost in the market, &c., whereas these and other things, all combined, constitute one thing, a railroad and its appendages, fixed in its locality, irrevocably limited in its uses, and by law is immovable in its place.

"It would not be difficult to find a railroad, the whole corpus of which is not worth the market value of the single article of iron that constitute its tracks; yet the iron is part of the road, must remain in its place, and can not be sold unless the whole thing including its franchise be sold. It is not the iron, therefore, or any other item or items of property at the market value, when detached, which constitutes the true basis of taxation, but the whole road, fixtures and equipments, in its place and location, for its prescribed uses. It is immaterial what a ton of iron in its track is worth in the market, it can not be sold as such, and so of every other item constituting the property. Again, a railroad on one line, with its equipments, fixtures and connections, is worth twice as much as another of the same length, fixtures and equipments, with other connections and on another line. Ought not the one to pay twice as much taxes as the other? This is about equivalent to asking if a man worth two dollars ought not to pay twice as much taxes as one worth but one dollar. Again, a railroad is constructed across a large river, the bridge across which cost \$100,000, and is worth its cost as a bridge, but is that \$100,000 to be added to the value of the other structures of the company in ascertaining the value of its property for taxation? Is the mile of road of which the bridge constitutes a part,

worth more than the adjoining mile on either side, built on solid ground, and which only cost \$10,000? It must be obvious, to the most casual thinker, that it is not worth, as part of the road, one copper more, if as much, as the mile built on solid ground. The constitution requires that all property shall be appraised for taxation at its true value in money. How then is the value of a railroad to be ascertained? By ascertaining what it is capable of producing to its owners. For this purpose I would require the President and Secretary of the company to swear to its value; giving under oath its gross and net earnings for each of the three years next preceding the one in which the return was made (if it has been so long in use, if not, for such length of time as it has been in operation), together with such other information as the Auditor of State should from time to time require. Returns to be made to the Auditor of State in such forms as he should require. And that the returns should be submitted to a State Board of Equalization, consisting of the Auditor, Treasurer, Secretary, and Attorney-General of the State, who should compare and equalize values, make a record thereof, and file the same in the office of the Auditor of State, who should certify the equalized values to the several County Auditors for taxation. In 1865 the State Board of Equalization added \$500,000 to the aggregate local valuations of railroads for taxation, and this year \$207,489. I am inclined to the opinion that more ought to have been added, but the Board had not the means of ascertaining values with such certainty as to justify them in going further than they did. Under the present system, the poorer roads have hitherto paid much greater taxes than they ought to have paid, while the richer ones have paid much less."

Contraction of the Currency.

The Chicago Board of Trade passed the following Resolutions, relating to the currency question, on Saturday last, with but very few dissenting voices:

Resolved, That this Board is decidedly of the opinion that a more rapid contraction of the currency than is now provided for by law, would be very detrimental, if not ruinous, to the business interests of the whole community.

Resolved, That the Secretary of the Board be instructed to forward copies of this resolution to the United States Senator and Representative from this district.

It will thus be seen that the discussion of this question is beginning to assume a sort of practical form. While there was no means of trickery with the currency during the recess of Congress, the howling of the leading commercial and political papers for contraction and resumption did no harm, it was like throwing water on the back of a goose; but, as it is said, that the continual dropping of water will wear the hardest stone, so was then continual cry in the ear of the Secretary, until he adopted their wild theory as correct. Now these same journals have swallowed all they ever said, and are urgent in their appeals and arguments against contraction.

The following picture of the results of contraction is given by the *Tribune* of Tuesday, and although as gloomy as pen can paint (

scramble to sell goods and to borrow money), yet it cannot refrain from urging an unprecedented contraction that will bring about such wide spread ruin, notwithstanding its attacks on Secretary McCullough contraction policy a few days ago. The *Tribune* says:

"In many quarters the opinion is expressed that the commencement of the new year is to be the signal for renewed ease in money and a general restoration of business. As the causes which have united to produce the existing stagnation in trade and demand for money at full legal rates, upon the best collateral, still exist in full force, this hope will hardly be realized. War taxes continue to eat up the substance of the people, and at the same time there is going on a contraction of legal tender money—a contraction only to be stopped by decreasing taxation to a point where the Treasury will be without power to cancel legal tenders or to buy up compound notes, themselves legal reserve for banking purposes. Unless these compound notes are renewed in some form as they mature, an idea which should not for a moment be entertained by Congress or the Treasury, there must be a sharp contraction in bank circulation and bank credits. The compound notes now represent probably \$500,000,000 of bank credits, which must be retired as the compounds mature. The plain legal tenders are being retired very slowly, and thus far the decrease in legal money tenders of all kinds has had no effect beyond advancing the rate of interest on call from 5 to 7 per cent. But other and more violent effects will be shown upon the money market, and the prices of commodities, as contraction proceeds to that stage where the combined amount of legal tenders, compound notes and coin fall below the legal reserve required under the banking law. Then will be seen a scramble to sell goods and to borrow money similar to that recorded in the numerous revulsions which have marked the history of commercial enterprises stimulated by excessive paper credits."

There are some curious ideas in the above paragraph. "Contraction only to be stopped by decreasing taxation"—is certainly a singular method of doing it. Would it not be as well to continue the taxes, and for the government to absorb with its surplus funds its interest bearing bonds, instead of withdrawing the legal tenders? As to the maturing compound notes and 7-30s, they should be replaced as far as possible, consistent with the contracts they bear on their face, with non-interest bearing notes—legal tenders—so that the "violent effects upon the money markets and the price of commodities," with their attendant calamities, may be averted.

WESTERN UNION TELEGRAPH COMPANY.—The following table shows the receipts and expenses of the Western Union Telegraph Company during the months of July, August, September and October:

	Receipts.	Expenses.	Net Earnings.	Expended for Construction.
July.....	\$562,292	\$410,342	\$151,950	\$114,474
August.....	548,716	446,712	201,914	94,822
September.....	556,935	294,931	218,023	46,526
October.....	623,528	344,245	279,283	53,075

Total.....\$2,291,491 \$1,400,300 \$291,190 \$312,897

The company expended for construction during the four months in question, \$312,899.

Fast Freight Lines and Express Companies.

TESTIMONY BEFORE THE SENATE COMMITTEE.

Testimony of H. J. Jewett, President of the Central Ohio R. R. Co., taken by the Senate Committee on Railroads, at Zanesville, Dec. 22:

Question. What official connection have you, or have you had, with railroads?

Answer. I have been President of the Central Ohio Railroad Company since the year 1859, and during the greater part of that time have had charge of the management of the road in the capacity of Receiver and General Superintendent. I am now the President of the Company, but by a contract between it and the Baltimore & Ohio Company which took effect on the first day of the present month, the management of the road, in all respects, passed into the hands of that company. I am also a director in the Union Pacific Railroad Company, Eastern Division.

Q. Would in your opinion, a State Railroad commissioner be of advantage either to the railroads or the railroads or the public? And if so in what respect? Of how many should the commission be composed? And what power can be safely conferred upon such commission, without materially interfering with the practical usefulness of railroads? Give us your views fully.

A. In my opinion, a railroad commissioner might be of material advantage both to the railroads and the public. Railroad property and interests in this State have been materially depreciated, not because of any laws which have been enacted, but because of the constant efforts which have been made to induce unfriendly legislation, to which end supposed grievances have been magnified, and made to assume the form of realities; representations as to the condition of the roads, the safety and integrity of their management, the failure of the respective companies to comply with the requirements of the law are all subject matters, seized upon by parties having some personal ends to accomplish, to create a prejudice in the public mind against railroads and their management, stimulating the idea that there is a conflict between the railroad interests and the public interest, hoping through interests thus created to induce such legislation as they may desire. If there was a railroad commissioner, having cognizance of all such subject matters of complaint, or of inquiry, in my judgement it would be of great protection to the railroad companies; would give to the public the means of acquiring reliable information, and would be a great relief to the Legislature, and of great aid in whatever legislative policy it might hereafter be thought best to adopt. In my opinion the commissioner should consist of but one person. He should be required to examine into all complaints made against any railroad company, in which its condition, management or policy was involved; and upon such examination, either of the evidence furnished him by the complaining party, or upon personal inspection, he should conclude that there was reasonable cause for such complaint, he should have the authority, and it should be made his duty to examine the officers of the company complained of, and report his final conclusion in the premises to the General Assembly at its ensuing session. He should be required to keep himself fully advised as to the condition, management and results of the operations of the roads of the

State, that his records might be relied on, both by the Legislature and the public, as furnishing accurate statistical information in which either the interests of the railroads or the public are involved, and to this end the railroad companies should be required to furnish him with their annual reports, and with special reports on such points as he might designate at any time during their respective fiscal years.

I think it would be unwise, detrimental to both the railroads and the public, to authorize the commissioner, directly or indirectly, to interfere with the immediate management of the roads. Disorganization and disaster would, I have no doubt, attend such interference.

Thus far, the railroad companies of this State, in their organizations and management, have, I believe, without exception, ignored politics. One great danger to be feared in the organization of a Board of Railroad Commissioners is, that it may assume the character of a political organization. If such should be the case, no good could be expected to result from it. On the contrary it would become a mischievous power in the State, detrimental alike to the railroad companies and the public. The Commissioner should be a man of railroad experience, familiar with the necessities and difficulties of railroad management, with something of judicial mind; patient in hearing complaints, accustomed to a thorough examination of facts, with the ability to arrive at correct conclusions, and so state them that they may be perfectly understood by all parties interested therein. With such a Commissioner, and such a Commissioner, I have no doubt all the advantages to which I have referred would be realized.

Q. What, in your opinion, is the advantage of fast freight lines, so called, owned by others than railroad companies, either to railroads or the public? Do they in fact facilitate the movement of freight, and if so, how? and are there any running over the Ohio Central Road?

A. As a matter of convenience in answering this question, I will reverse the order in which it is presented:

No fast freight line, so called, owned by other than the railroad companies, have ever run over the Ohio Central Road. We have never by contract or otherwise had any business connection or transactions with such lines. Whether or not such lines do in fact facilitate the movement of freight, I am unable to state, not having had any experience in connection with them. Whether or not any such lines are of any advantage, to either the railroads or the public, is with me a mere matter of opinion, not having had, as heretofore stated, any connection with them: but as requested, I will proceed to give my opinion, and in doing so, I exclude all idea of any supposed corrupting influence, which they may have upon the officers and employees of the roads over which they run. I make this exclusion, for the reason, that if the officers, agents and employees of a company are liable to be corrupted, there are many ways in which they can be reached, and through which they can perpetrate a fraud with a greater prospect of success, and being much liable to detection, than in handling of cars, or in the settlement of accounts, which must of necessity become known to the public and to the stockholders of the respective companies, because they are made with business men in large business communities, who have no inducement to conceal what they know to be wrong upon somebody, but whose sense of honor and of business integrity, would lead

them that wants to disclose if they should detect any practices of this kind. That there are dishonest men in railroad management, as there are in all other departments of life, I have no doubt; but as a whole, I venture the opinion, that in no department of business, where there is the same number of men employed, is there to be found more integrity, fidelity and faithfulness to the interests of their employers and the rights of the public, than there is among railroad managers of the country. So long as the aggregate of the railroad facilities of the country are in excess of the aggregate business of the country, and so long as some of the roads are new, untried and comparatively unknown to the business interests and influences of the country, just so long will there be competition between the different companies to secure what each may regard its legitimate and proper share of the business to be done. The steps to be taken, the means to be resorted to, and the instruments to be used to secure what each may regard as its proper share of the business to be done, are questions which, in my opinion, are purely business questions, and can not be so well and wisely decided by any one as the company immediately interested.

If the rule were established that there should be no competition for business, no soliciting agents, no freight lines organized for the purpose of soliciting and inducing business to the line of any one road, or against another, those companies which I have an established financial and business reputation, and a road fully equipped, would, no doubt, be largely the gainers thereof, but the effect of such a state of things upon companies struggling for existence, I fear would be very destructive.

I take it for granted that the competition for traffic will continue, and that the managers of our roads will continue to differ as to the best mode of meeting that competition. Some will resort to salaried solicitors, some to commissioned solicitors, some to freight lines paid by the car load, and other and new devices will be resorted to as the competition may continue and increase. They are all subject to their difficulties and liable to abuse, which can be guarded against only by the watchfulness of those in the immediate charge of the companies' interests, and whose duty it is to make and supervise the arrangements or contracts under which such agencies operate.

I know of no advantage which such freight lines can be to a railroad company, unless it is in the procurement of business at the same or less cost than the same business could be procured by the adoption of any of the other means I have named, except it is in the furnishing of additional equipment. Some of our companies have been, and are totally unable to equip their roads. In such instances, if, under a reasonable basis of compensation, a freight line with ample equipment could be brought upon the road, the advantage to the company making such contract, and securing such equipment, would be very great.

Whether or not these lines are of any advantage to the public, I hardly feel able to express any opinion, having no familiarity whatever with their mode of doing business. If, in case of damage to or loss of property, the lines being an entirety, claims are promptly adjusted and paid, the public, to that extent, would be benefited. In our ordinary rail transportation a great many lines of road frequently intervening between the receiving and delivering points, it being uncertain upon which the loss or damage occurred, and the delivering company, either from inability or indisposition, is unwilling to pay the claim, and await the ad-

justment thereof with the connecting roads, frequent and embarrassing delays to the dealer occur.

The freight line being an individual enterprise, the personal attention of the parties in interest at the receiving and delivery points, and at points of transfer on the route, may very much facilitate the movement of the freight; but what the practice of these lines in these respects is, I do not know.

Q. Have any person or persons, company or corporations any priority, privileges or preferences over any other in the shipment of freight over the Central Ohio road, and if so, under what circumstances and to what extent, or has any such thing existed at any time on that road?

A. No such priority, privileges or preferences are or have at any time been given, so far as I am advised, except in the case of the transportation of coal. The road of this company runs through a coal region. Since the first opening of the road it has been the policy to encourage the development of the coal business, and to that end it has favored those who would open coal banks and engage permanently in the business by giving to such the preference in the distribution of its cars. There are seasons in the year when parties may engage temporarily in the coal traffic, taking advantage of the scarcity of fuel in the markets at distant points, and profit by such business. To such parties we have furnished all the facilities we could, but have always made their wants subordinate to the wants of the miners and those who were engaged permanently in the trade. If we were unable to supply the demands of all, those supplied first are the miners along the line of the road, who were engaged in the business, as a permanent business, and next, dealers who were seeking to build up a permanent trade.

If the company had possessed an equipment for this branch of business fully equal to all emergencies, there would have been no necessity for the establishment of this rule, but having a limited equipment only, it would, in my judgment, have evinced very bad faith to the miners and dealers who were pursuing the business as a legitimate and permanent one, and at frequent periods of the years without any profit whatever, but merely to maintain their contracts and business relations with the consumer, to withdraw from them the facilities we are able to offer, and divide them with mere speculators and jobbers, who would abandon the business the moment they failed to realize large profits. By such policy mines would have been closed, this branch of the business of the company destroyed, and the public would have suffered.

Q. Has it at any time had sufficient equipment to do the legitimate business of the road?

A. At certain seasons of the year we have had a surplus of equipment, but as a whole, the road has never had the equipment necessary to a full and profitable trade, or for the doing of its legitimate business.

Q. Has the local business of the road been equally as well accommodated as the through business, and if not, what is the reason?

A. It has been better accommodated; at time there has no doubt been a delay in the movement of the business local to the road, for the want of necessary equipment, or from the fact that our cars were loaded at the other end of the road, and have to go through, but as fast as our local wants were developed, they were withdrawn from the through busi-

ness and given to the local, and in no instance have they been withdrawn from the local and given to the through, the local being left unprovided for.

Q. What arrangement exists to accommodate the local business—what does it cost per ton per mile to move coal or other freights?

A. The arrangements to accommodate the business are as stated in answers already made.

The coal trade on our road has never been sufficient to justify the running of coal trains distinct from other tonnage trains; I cannot, therefore, state the cost of moving coal as distinct from other freight. For the past year the average cost to the company for the transportation of freight per ton per mile was about 24 45 100 cents. This was the actual cost. There are many elements of cost, however, such as the general depreciation of rolling stock, road superstructure, &c, which can not be carried into the account.

Q. Have you had, within the last year, any interest in any fast freight or express line?

A. Within the past year I have owned a small amount of stock in the American Express Company, a company doing business over as much of the road as lies between Zanesville and Columbus, and that stock is still in my name on the books of the company although I sold it some time since. As heretofore stated, no fast freight line other than that operated by the company has ever run upon our road, and I have no interest as a stockholder or otherwise in any such line.

Q. How long has the railroad bridge over the Muskingum River been built? what was the cause of the late accident? and is the bridge iron or wood?

A. The bridge has been built and in use about 13 years and is of iron. I am not prepared to express an opinion as to the cause of the late accident. When the parts of the broken span are taken from the water, the cause of the accident may develop itself. The bridge, to all appearances, was in perfect order: has borne a much heavier weight than was on it at the time, and was in charge of an experienced, and, I believe, faithful bridge superintendent.

Q. What difference or discrimination is made on that road in the price of transportation between through and local freight, and between short and long distances?

A. Rates established for the transportation of local freight are more permanent than those established for through freight. In the one case the company has the control of the rates; in the other it is subject, more or less to the action of other lines of transportation. In both cases the rates are fixed with a view to the cost of handling and transporting the freight, and the rates authorized by law to be charged. And the necessity, because of the frequent changes in values, discriminate between freights of the same classification, to enable the producer, or manufacturer, of such articles of traffic to reach the market. To my knowledge, there is no other difference or discrimination made.

The railroad must be worked as a whole, and should, if possible be so managed as to develop the resources of the country through which it runs, accommodate the business interests, and make the property remunerative to those who have invested their capital in it. Having these objects in view, no arbitrary rule can be established by law, or by the company by which either the local or through rates of the company can be fixed, governed either by the character of the freight moved, or the distance

moved. In the first place, as to local rates, every company must have some starting point for its equipment; some place at which it will be examined, repaired, kept or put in condition for service, or from which it will be dispatched for service, as service is required. With this company this is the dispatching or distributing point, and when requisition is made for a car or cars at any intermediate point, it is sent there either from this point, or brought there from one or the other end of the road. The difference between the cost of moving that car empty to the point at which it is to be loaded, and moving a loaded car, is very slight and the distance which it is to run after being loaded is very short. The cost and labor of loading and unloading the freight is the same, whether it is hauled a long or short distance. Now, would it be right to require of the company this service, and to allow it to charge only for the short haul of the loaded car, or the same rate per mile it would charge if the car was loaded for the whole distance hauled?

Answering the inquiry in the negative presents one of the cases in which a difference or discrimination is made because of distance. Again we want to develop the coal trade on the line of our road; to do this we must give to it all the facilities we can, and in every way in our power encourage those engaged in it; and as far as possible enable them all to reach the market with the products of their mines, and at some profit for their labor. We have mines at this point and at intermediate points between this and the eastern end of the road, a distance of 98 miles from here. In many cases the cars loaded at this point are brought here from the eastern end of the road empty, costing but a fraction less than it would cost to bring them loaded. But suppose the cars were here and without any material cost to the company were placed at the mines and loaded. We charge, say five cents per bushel for transportation to Columbus, or two cents and twenty-eight one hundredths per ton per mile, or one dollar and forty cents per ton for the whole distance, an amount not equal to the average cost to the company for the transportation of freight, but by making this rate, the miner here is able to continue his business and realize a profit.

Suppose the Bellair miner is charged at the same rate per ton per mile, he being 139 miles from the market, instead of 59, he would have to pay almost \$3.13 freight to the Zanesville mines—\$1.40, a difference sufficient to exclude him entirely from the ordinary market. Would this be consistent with fair dealing, or tend to the development of the resources of the country?

This inquiry, also being assumed in the negative, presents another instance in which there is a difference, or discrimination, on account of distance. Again, we have mills located near the eastern terminus of our road, and we have mills located near its western terminus; say we charge ten cents a barrel for transporting flour from the most eastern mills to the end of our road—a price to which no one, I suppose, would object as being excessive or more than compensatory for the service actually rendered, or a price which could well be paid by the miller, and enable him to put his flour in market at a fair profit. But, suppose we should charge the manufacturer at the other extremity of our road at the same rate per barrel, or per ton, per mile, and make it cost him, instead of ten cents per barrel at the eastern terminus of our road one dollar per barrel, would not such a policy rather obstruct and retard the business of the country, than develop its resources? I give these as in-

stances, and illustrative of the policy adopted by this company, in the establishment of its local rates, which may be a difference or discrimination because of distance, and has given rise, I know, to complaints; but, as I have said, regarding the road as one entirely, to be worked as such for the accommodation of the business interests along the entire line, and not that any particular locality shall enjoy undue advantage over others, I have felt safe in adhering to the policy, not doubting but it would receive the sanction of the enlightened judgement of all fair-minded men, and I believe, meets the approbation of those generally interested in the immediate management of the road.

As to through rates:

I regard the entire railroad system of the country in the same light in which I regard the road immediately under my charge—the latter as an entire road; to be worked and managed as such, so regulating its rates as to give to all along its line equal facilities and equal advantages to dispose of their surplus products, and as near as possible upon an equality in the same markets. The former as an entire system to be worked and managed for the same general purposes and ends, but to do which there must be differences and discriminations on account of distances. Suppose all the roads terminating at the eastern border of the State were to require that the merchant, manufacturer, or producer from the more western part of the State should pay the full local rates upon the freight that passed over their roads, or at the same rate per ton per mile they charged for short distances upon their respective roads, would not the effect be in many conditions of the market and periods of the year, to raise an insuperable barrier between the western portions of the State and the Eastern markets? Or suppose the railroads of this State should establish the same rule in relation to the traffic coming from the States still west of us. How could the people of those States afford to reach the market with their surplus products? And again, supposing the roads running through Maryland, Pennsylvania, and New York should establish the same tariff of charges upon the products of this State, would not the entire business of the country be paralysed, and the railroad system be justly declared a failure? The reasonable and just rule, which requires a discrimination in local rates because of distance, applies with equal force to through freights, and whenever the railroad managers of the country are required by law, or voluntarily, to close their eyes to the business wants and necessities of the whole country, and fail to establish rates of transportation, modifying them from time to time, as the condition of the products of the country and of the markets may require, to enable those from the most distant points to reach the market upon some reasonable degree of equality with those occupying nearer and more favored positions, they will fail in their mission, and be a decided misfortune rather than a blessing to the country.

Entertaining these views as to the duties and obligations devolving upon railroad companies, in my opinion there is no improper difference or discrimination made in the price of transportation between through and local freights, or between long and short distances.

This opinion, however, applies only to the regular rates as established by the proper officers of the respective companies.

That there is frequently an unjustifiable vacillation in the rates can not be doubted,

but I know of no remedy which can be devised for this evil, unless it is by a general consolidation of the railroad interests of the State, or by the increase of the business of the country to the full capacity of all the roads, or by those interested along the line of the roads so developing their local resources as to make that business compensating to those whose capital is invested in the road, and thus make them independent of the through business.

So long as each road has to rely upon its own earnings for support, and there is not business sufficient for all, and the roads are dependent upon through business for their maintenance, there will be compensation, and at times a variation from established rates.

New Mexico—Message of Gov. Army.

Through the courtesy of Gov. ARMY, of New Mexico, we have just received a copy of his Message to the Territorial Legislature. It contains many excellent suggestions, and treats with practical good sense the various subjects to which it refers, especially those of the most vital interest in that country—Indians and education. His remarks relative to the Mineral Resources of the Territory and the Pacific Railway we extract in full, as these are matters of national importance, and all information on these subjects, derived from reliable sources, is not always obtainable. Of the Pacific Railway, the Governor says:

THE PACIFIC RAILWAY.

The peculiar character of this portion of the mountain country stamps it as the most feasible, practicable and economical route for a Pacific railway, within the United States and Mexico, north of the Vera Cruz and city of Mexico road. The best passes over the backbone of the continent (the Rocky Mountains) from Panama to Behring Straits, are within a hundred miles of each other, on the latitude near the boundary between the United States and Mexico, one known as "Guadalupe pass," and the other as "Apache Pass," neither of which has an altitude of over 4,000 feet, and in neither of which has snow ever been known over ten inches in depth.

The route traversing this territory is the superior route for a railway to the Pacific, because the mountain elevation of the country admits of its being built at the least possible expense, because it traverses a country exceedingly rich in mineral which would aid immediately upon its being built in making itself supporting, and principally because the route presents no solitary obstacle throughout the mountain portion of the United States, in preventing its operation with the same facility in winter as in summer.

While we have not this season, up to this date, had two inches of snow, the papers of Colorado describe the snows as many feet in depth.

The construction of a railroad to the Pacific is engrossing a large portion of the public attention throughout the nation, and while other sections are straining every nerve to secure to themselves the advantages to be derived from its location, I am sorry to say that New Mexico is making no effort in her own behalf. I would respectfully urge that such action be taken by you, as will call the attention of the railroad interest of the States to the fact that a railroad can be built as cheap, if not cheaper through New Mexico to

California, than by any route north, and that it can be operated the whole year without impediments from snow.

The Pacific road, E. D., passing through Lawrence and Topeka, the capital of Kansas, is now completed to Junction City, where a branch road constructed to start from some point west of that, to run thence by way of the big bend of the Arkansas, and south of the Raton Pass, and in the direction of one of the above named passes, would secure to Saint Louis, Chicago and the eastern cities, the trade of the northern states of Mexico, the Territories of Arizona and New Mexico, the north western portion of Texas and the state of California, and open and develop the resources of a country, which resources but few suppose to exist.

MINERAL RESOURCES.

The mineral resources of New Mexico are scarcely known or appreciated and will not be until the Indians are subdued and placed upon reservations, so that the explorer and miner can with safety investigate the vast mineral deposits which are undeveloped in our mountains.

Gold is known to exist in some twenty different localities in this territory. It and silver must have been known and extensively mined by the Aztecs, as the presence of their old ruins is said to be an almost unailing indication of mines. The Spaniards mined gold, silver and copper in this Territory, and Jesuit priests more thoroughly prospected it than it has been since. They report at all points great riches, and the existence of all the precious metals. At Pinos Altos quartz gold mining received considerable attention. Thirty lodes were discovered, paying from \$40 to \$200 per ton. The richest of these was the "Masten lode." At one time some thirty arrastres were at work and paying well, but the Indians compelled the abandonment of the work, in the Pinos Altos district thirty lodes of gold quartz were worked, ten of silver, or a combination of silver and gold, and three of copper. There has been picked up in one day in a gulch in Pinos Altos ores of gold, silver, lead, zinc, magnetic iron and plumbago.

Gold placer mining was quite successful before the war near Fort Stanton. It has been found in seven localities in the Sacramento mountains.

At "the San Joes mines," in the Sierra Madre, gold quartz was extensively mined by the Spaniards and afterwards by the Mexicans. The quartz veins here intersect each other in all directions, forming a net work of veins for one mile in width and three miles in length; the surface is dotted with shafts.

On the San Francisco river, gold, silver, copper and quicksilver have been found.—Gold prospected in the bed of the stream from one cent to one dollar per pan. On account of the dangers from Indians no further prospects have been made on this stream. Specimens of the gold found by Capt. Walker and his party on this stream, and which are very fine, are in the cabinet of the Commissioner of the General Land office. Gold placers are found throughout the mountains in this territory, on both slopes, but water is scarce.

Gold bearing quartz has been discovered near Fort Davis, Texas. On the Mimbres river, or rather on the side hills in the vicinity of the stream, is an extensive placer—the Mexicans formerly worked it, carrying the dirt to water. A canal a few miles in length at this point, I believe, would develop an extraordinary rich gold deposit.

The mines in the "Placer Mountain," about

thirty miles from Santa Fe, in former years have been productive. The "Ortiz" and "Cunningham" mines, gold-bearing quartz, in this mountain, have been worked for a number of years previous to the late war. When the Texans invaded New Mexico there were about forty Americans at work in these mines, and in a run of the mill for twenty-four hours they obtained about \$750 worth of gold. There is also near these shafts a coal mine several feet in width, and a short distance therefrom an extensive deposit of magnetic iron. I have some fine specimens of gold from this mountain, which indicate its value. These mines have not been worked much since the rebels drove the operatives away, about three years ago.

At Pinos Altos some three hundred miners were at work in placer mining, gold quartz and silver mining, and this new district was bidding fair to be the first in richness on the frontier; new lodes were being discovered daily. Shortly after the war broke out the Indians combined to destroy the town of Pinos Altos. They made the assault in broad day, some 600 strong, and having surprised the population, they charged through the town, and the inhabitants owe their salvation to a mountain howitzer.

At San Jose a small force was engaged in quartz mining. Several companies had been organized belonging to parties from New Orleans.

At the commencement of the war a placer had been discovered in "the Sierra Capitan" where some three hundred Sierra miners, chiefly Mexicans, were at work and doing well. Other companies were about to commence operations on the silver lodes of the Organ Mountains. The Stephenson Company had shipped a lot of machinery and material, to work extensively the Stephenson silver mines. These reached their destination the very week hostilities commenced on the frontier. This includes the mining operations at the commencement of the war, and these were at different points in the Territory; other points had been prospected, and the precious metals are known to exist in abundance throughout the whole mountain portion of the Territory.

Silver is the prominent and most abundant mineral of the Territory, and the lodes of silver, with its many combinations, are the most numerous. I think it will be the most profitable branch of mining in this Rocky Mountain region. It would be too tedious to specify the different localities where silver has been found, as these localities would be numberless, including almost every mountain chain in the Territory.

The principal districts known, are the Placer Mountains, near Santa Fe, the Organ Mountains, near the Mesilla Valley, and the Sierra Madre, near Pinos Altos. The Organ Mountains are extremely rich in silver; over fifty mines have been discovered, the ore being generally argentiferous galena, admitting of a simple reduction by smelting, the mines paying from \$40 to \$200 per ton. The district near Mesilla Valley, in the Organ Mountain, has a mean altitude of 4,400 feet, and is intersected with ravines, affording most favorable opportunities for horizontal drifts in opening the veins. There is a belt or series of veins containing six principal veins and many smaller ones, the six larger veins varying from two to fifteen feet in width. On the largest of these veins is the celebrated "Stephenson" mine. The belt of veins crosses the Organ Mountains at or near the San Augustine Pass, and both sides of

the chain of mountains present similar features and equal richness.

The country bordering on the north portion of Chihuahua is a rich silver district. Just over our line are the mines of "Corralitos," the most successful mines in the State of Chihuahua. It has been mined for forty years, in the worst Indian country of this section. Its productiveness has overcome all obstacles. I now employs several hundred hands.

Near the old town of El Paso, tradition places the locality of one of the richest silver mines known to the Spaniards. Its site has been lost since the expulsion of the Jesuits. It is said that the Jesuits of Northern Mexico were the last to suffer the effect of the decree of expulsion; and had sufficient notice of the edict, and carefully covered up the traces of mining, and placed the Indians under oaths and vows, with most terrible penalties, not to discover the whereabouts of the mines, telling them they would again return in power and glory. In this way the localities of many of the richest mines of Northern Mexico have been lost.

Before the war two copper mines were extensively worked, the "Santa Rita" and the "Hanover," turning out about twelve tons of copper per week, and employing jointly about five hundred hands. Other copper mines have been opened, and were about to commence operations. A copper mine has lately been discovered a short distance from Fort Union; the specimens indicate it to be a rich deposit. The locality of this discovery will render it very valuable, as it is convenient for the return wagons from Santa Fe and Fort Union to the Missouri river.

Since the passage of the law of this Territory to secure titles to mining discoveries, a considerable number of gold, silver, lead, copper and platinum deposits have been recorded.

CLEVELAND, ZANESVILLE & CINCINNATI R. R. The projected railroad connection between Cleveland and Cincinnati, via Millersburg and Zanesville, is again receiving attention. It is said that a new company has been incorporated which will absorb the whole line, including the Cleveland, Zanesville and Cincinnati and the Cincinnati and Zanesville Railroads, and will supply the two links yet to be constructed, viz: from Millersburg to Zanesville, about 50 miles, and from Morrow to Cincinnati, about 36 miles. The former road is 61 miles in length, extending from Millersburg to Hudson, a point on the Cleveland and Pittsburgh Railroad, 26 miles from Cleveland. The latter is 132 miles long extending from Zanesville, on the Central Ohio Railroad, to Morrow, on the Little Miami Railroad, 36 miles from Cincinnati. The only link absolutely required, therefore, is between Millersburg and Zanesville, a distance of about 50 miles. With this portion of the line constructed, trains can run through from Cleveland to Cincinnati without change—the northern and southern portions being supplied by the Cleveland and Pittsburgh and Little Miami Railroad Companies, as now—*Jour.*

A dispatch dated St. Louis, Dec. 9th says: Two surveying parties belonging to the Pacific Railroad Company have recently arrived at Salt Lake—one by the southern and the other by the northern route. Both routes are pronounced feasible. An excellent grade was also found along the Humboldt river.

The New York Historical Society.

The sixty-second anniversary of the New York Historical Society was held last evening, when Rev. Dr. Osgood read a paper on "New York in the Nineteenth Century," from which the following is an extract:

The history and growth of New York was one of the marvels of the age, and he could not attempt, in the brief time allotted him, to do more than briefly sketch the leading points in its history, and to contrast the New York of 1801 with the New York of 1866. But few of its ancient buildings remained; about all we see around us belong to the New York of to day. It had arisen like Melchisedec, King of Salem. They must confess its magnificence who could not trace its pedigree. Hendrick Hudson opened here the page of that book of liberty, which is not yet finished. The river that bears his name asks no borrowed honors from the Rhine, the Tiber, or the Thames. In 1801 the city contained about the same population as Providence, R. I., and extended up as far as Anthony street. Taxes were then about one half of one per cent. on the valuation of the property of the city. A genteel house could be rented for \$200 per year, and a genteel family could live on \$750 per annum, when it now takes from \$6,000 to \$10,000. The chief characteristic of New York then, as now, was its business enterprise. In literature it was behind Philadelphia and Boston, or even Charleston, South Carolina. But it was business that gave the city its empire, and draws literature in its train. New York owed to Robert Fulton and De Witt Clinton more of its imperial position than to men of science or letters. Who could estimate what the steam engine had done for civilization and for the organization of liberty on this continent? Old New York culminated in 1825, by the completion of the Erie Canal. It now became the mother of the nation—the National City. In a quarter of a century more it became cosmopolitan, European, and one of the principal cities of the world. In 1801 the taxation amounted to \$17,000; now it amounts to \$17,000,000. The city has now 50,000 dwellings. Her manufactured products amounted in 1865 to \$159,000,000, or nearly one-eleventh of the entire manufactures of the country. Her receipts from customs last year were over \$100,000,000. These facts show the imperial wealth and power of New York. With the usual rate of increase, her population in 1:00 will reach 4,000,000 souls. The speaker gave some statistics gathered from the unpublished census of 1865, from which it appears that there are in this city 2½ regiments of boiler-makers, 4 regiments of butchers, 1½ regiment of brokers, 3 regiments of shoemakers, 4½ regiments of cartmen, 17½ regiments of clerks, ½ regiment of clergymen, 9½ regiments of dressmakers, 1 regiment of engineers, 3½ regiments of laundresses, 1½ regiment of lawyers, 1 regiment of grocers, 6 regiments of merchants, 3 regiments of mechanics, 1 regiment of musicians, 1½ regiment of physicians, 33 regiments of servants, 10 regiments of tailors, 1 regiment of ship carpenters, etc., etc., and 100,000 school children. When this industrial army marches, a great force goes with it, and certainly proves that New York has something to do with organizing liberty in the nineteenth century.—*N. Y. Com. Advertiser, Nov. 20.*

Another section of 30 miles of the Union Pacific Railroad was completed on the 5th inst., making the whole length of track constructed west of Omaha, 300 miles.

Obituary of the Late Mr. Griffin Taylor.

From the Committee of the Chamber of Commerce.

During the session of Change yesterday, Mr. George F. Davis read resolutions, compiled according to previous motion, by the oldest living ex-Presidents of the Chamber, as follows:

The death of Mr. Griffin Taylor calls for an expression of our high esteem for one whose character has shed luster upon this body and the commercial community of Cincinnati.

Mr. Taylor was so identified with the growth of our city, and of its commercial interests, that a record of his life becomes the story of their successful progress, as his character was the embodiment of those principles of energy, integrity and liberality, from which that progress has resulted.

He was among the foremost of our enterprising business men at a time when our city was first rising into prominence among her Western sisters, and he was of those who foresaw her greatness, and laid the enduring foundations on which it now rests. In company with others of equal enterprise and forethought he formed the original coporation of this Chamber, and served it in the capacity of its President.

In matters of Public interest he was always a prominent participant, lending to them not only the support of his name, but also the active interest of personal effort. His name will be found connected with almost every enterprise of moment in our history, and he presents to us, who succeed him, an example of unselfish public spirit, which we would do well to imitate. During his later years ill health withdrew him from active life, but he was ever ready with his sympathies, and liberal with the fortune which his industry had secured to him. Those good qualities which discover themselves but in private intercourse were prominent in him, and will be held in remembrance by the large number of those who knew him as a friend. The centerpoint of his character was unselfishness, and around this his other qualities naturally grouped themselves. His charitable sympathies were never appealed to in vain, and his generosity was proverbial. In all relations with his fellow men, as a citizen, as a merchant, and as a friend, his name was above reproach, and will be held in lasting honor.

In testimony of its sense of his high character and worth, this Chamber has.

Resolved, That these proceedings be entered upon its minutes, and be published in the papers of the city, and that a copy of the same be transmitted to the family of the deceased.

Signed,

R. M. W. TAYLOR,
JAS F. TORRENCE,
JOSEPH TORRENCE,
J. W. SIBLEY,
JOS. C. BUTLER,
GEO. F. DAVIS,
THEO. COOK,

Ex-Presidents Chamber of Commerce.

HOW TO GET RID OF ANTS—A lady writer says: Some ten years ago I went to my closet to get a sponge cake, and I found it covered with those little pests, the red ants. Not knowing what to do with it, I laid it down on an old black walnut table close by, and in less time than it has taken me to write this, the ants left the cake and table. I immediately took the hint, and put walnut shelves in my closets, and since that time there has not been an insect seen.

MONETARY AND COMMERCIAL.

The money market has continued close during the week, although a general feeling prevails that the turning point has been reached, that a gradual change will take place and great ease be experienced before the opening of the spring trade. No new feature has been developed during the week; indeed, the courtesies of the holidays has been the principal business of the week, and combined with the preparations for general settlements has absorbed attention, and but little new business has been done. The closing of river navigation has also combined its influence to increase the general dullness of trade.

In Exchange there has been no change in the market. The supply is ample and the demand limited. The usual quotations are:

	Buying.	Selling.
New York.....	1-10	par.
Philadelphia.....	1-10	par.
Boston.....	1-10	par.
Gold.....	132½@132¾	133
Silver.....	124@125	125@127

The operations of the New York gold market is shown by the following table of daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
Dec. 27.....	131½	132¾	131¼	132½
" 28.....	132½	133¾	132¾	134½
" 29.....	133	134¾	132¾	132¾
" 31.....	134	134	133	133½
Jan. 1.....	New Year's			
" 2.....	133	133	132½	132½

Of the New York market of Wednesday, the *Tribune* says:

"Money is offered more freely, and brokers made up their accounts at 7 per cent. readily. The payments on account of interest and dividends are placed at the command of borrowers, giving more ease to the market. The statement of the National Banks to the Controller, to be made out on Monday next, for the present keeps many banks very quiet, so far as loans are concerned, which might weaken their reserve, which is none too large.

Gold-bearing Government stocks are ½ per cent. higher, ex coupon. The 7-30s are ½ per cent. lower. In State stocks, a moderate business. Tennessee 6s fell 2 per cent., and Missouri 6s rose 1½. The stock markets opened strong upon the street, and Monday's extreme prices were paid in most cases. As compared with Monday's registered sales, there was an advance of 3½ per cent. in Pacific Mail, 2 in New York Central, and 1 in Illinois Central and Chicago and Northwestern Consolidated Bonds. Michigan Southern Second Mortgages rose ½; Cleveland and Pittsburg ½; Northwestern ½; and Fort Wayne ½; Adams Express rose 1; Mariposa Preferred, ¾; Northwestern Preferred, ¾; and Wabash and Western ¾. Erie is in good supply, but is not a favorite with buyers. Erie Preferred sold at 83½; the actual earnings of the road applicable to dividends on this stock are estimated at about 2 per cent., but it is reported upon the street that by using supplies up closely, the Treasurer has now on hand money for a 7 per cent. dividend. Late in the day Erie Preferred sold at 84, under the impression that 7 per cent. dividend will be made. Pacific Mail was strong at 173½; Hudson River dropped to 130, the steel rail story not being credited fully. Erie Common was weak at the close and offered at 64½.

The last quotations were: New York Central 111½@112; Erie, 66½@65½; Hudson 130@131; Michigan Central, 108½@108½; Michigan Southern 83½@83½; Cleveland and Pittsburg, 89½@90½; Northwestern 45½@46; Northwestern Preferred, 82½@82½; Rock Island, 104½@104½; Fort Wayne 105@105½.

NAVIGATION OF THE COLORADO.—The San Francisco papers announce that the steamer *Esmaralda* and barge of the Pacific and Colorado Steam Navigation Company, arrived at Callville, Utah, on the 9th ult., with 100 tons freight, and that the Colorado River had been ascertained to be navigable to that point for boats six feet draft all the year round. This is over 100 miles above the highest point ever reached by the old Colorado Navigation Company, and Salt Lake City is thus brought within about four hundred miles of navigation. With proper boats, goods can be delivered at Callville in ten days from the mouth of the river. The achievement is one of considerable importance to those engaged in mining in Arizona.

NEW WORKSHOPS.—The new shops of the Baltimore & Ohio Railroad Company have been commenced. We yesterday visited the site of these works. The company have bought and are inclosing nine acres of ground at the south end of the city. All of this ground will be occupied by buildings, and, when finished, will be among the largest workshops owned by the company.

The new building being at present erected is one hundred and ten feet long, and seventy feet wide, and will be used exclusively for building and repairing cars.—*Wheeling Intelligence*.

The losses of vessels by wreck, fire, collision, &c., during the month of October was heavier than during any preceding month of the year. There were 82 vessels lost, and their aggregate value was \$5,513,000. Thus far during 1866, the marine losses of American shipping have amounted to 471 vessels, valued at \$25,195,800, a larger amount than during the corresponding period of any previous year. During the first ten months of 1865 the marine losses were \$23,285,800, and during the first ten months of 1864 they were \$16,483,400.

The contract for grading, bridging and tying the Burlington and Missouri River Railroad from Chariton to Afion, Iowa, at a distance, of sixty miles, has been awarded to the firm of J. Z. S. Wolfe & Co, the parties who are now engaged upon the extension, from Ottumwa to Chariton.

The tunnel on the Albany & Susquehanna Railroad will be finished on the first of June next. It will be 2,200 feet long, the longest tunnel in the State. 1,500 feet are already finished, leaving only 700 feet to dispose of. This is the most expensive bit of work on the road.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Masonry of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation. References will be required from contractors not personally known, and the company reserve the right to reject any bid not deemed to their interest.

I. M. Sr. JOHN, Chief Engineer.

VERY CHOICE :

Oil Lands

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Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

CUMBERLAND COUNTY

OIL LANDS,

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The Great Crocus Well,

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*Productive Wells all
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THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank ; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,herever steam power is used ; as at Machine Shops^a Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

*For Circulars and other information, address,***STEAM SYPHON COMPANY,**

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**A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!**

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!***Splendid List of Premiums to be distributed
Gratis to the Holders
of the Tickets for the***GRAND GIFT MATINEE!**

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 3/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Piano's, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100
	\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.	
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35.00
10 " " 9.00	50 " " 43 50
20 " " 17.50	100 " " 85.00
30 " " 26.35	

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.**100,000 ACRES**

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OIL LANDS

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Eastern Kentucky.**40,000 ACRES**

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CUMBERLAND RIVER,

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T. WRIGHTSON.WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.E.&D. & D.&M.**MERCER, MORE & CO.,**

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS*Cambridge, Ind.***REFERENCES.**B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
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L. WILLIAMS, Ass't Sup't, C.H. & D.R.R., Cincinnati,
J. H. WELLES, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis.
[Aug. 2, 1867.]

KENTUCKY Silver Lead Lands,

FOR SALE BY

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167 Walnut Street, Cincinnati, Ohio.

CHOICE TRACT OF Cannel Coal Land, IN WEST VIRGINIA, ON A NAVIGABLE RIVER.

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THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.In the belief that they will be found to be the most
ELASTIC, LIGHTEST AND CHEAPEST SPRING yet
offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.				
2, 10 " " 6 1/2 " " 35 " " "				
3, 8 " " 11 " " 36 " " "				
4, 8 " " 9 " " 35 " " "				
5, 7 1/2 " " 6 1/2 " " 30 " " "				
6, 10 " " 8 " " 40 " " "				
7, 7 1/2 " " 8 " " 35 " " "				

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OLD RELIABLE LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via
Crestline and Pittsburg. This train runs through to
Cleveland without change of cars.

Passengers by this train reach Boston the following
day at 5.00 P. M.; reach New York and other Eastern
places in proportionate time. RETURNING, this train
arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg;
via Steubenville and Pittsburg; via Cleveland, Dunkirk
and Buffalo. This train through to Pittsburg and Cleve-
land without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati
at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland
and Buffalo.

Passengers by this train reach New York in time for an
EARLY BREAKFAST and a FULL DAY'S BUSI-
NESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at11.40 P. M.
Connects via Bellaire; and via Steubenville and Pitts-
burg. This train through to Bellaire and Pittsburg
without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY
Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

COAL & IRON LANDS, Near Chattanooga.

WE HAVE

10,000 ACRES

Of the very best quality of

COAL & OIL LANDS

On the Tennessee River,

20 Miles above Chattanooga.

There are on the property

5

Workable Seams

OF

COAL

From 3 1/2 to 15 Ft. Thick

Of excellent quality. The Coal is similar in
character and equally as good as the best Pitts-
burgh Coal, being very free from Sulphur, and
a strong coaking coal. One seam of four feet
thick, equally pure, is a DRY COAL, and will
make iron without coaking. The iron is

Red Hematite

AND

Clay Ironstone,

of excellent quality, and abundant in quantity.

This Tract is the nearest containing GOOD
COAL to the Chattanooga Market, and

*The Tennessee River is always
Navigable.*

Between the Coal Field and the city of Chat-
tanooga. The present supply of Coal for the
city of Chattanooga is brought fifteen miles by
rail, and is of poor quality.

The land is on the proposed Line of Railroad
from Kingston to Chattanooga.

T. WRIGHTSON,

167 Walnut St., Cincinnati.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway.

L. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St.

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway.
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati.

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 22 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 80 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 65 W. Third St.
Sydney Rice, Contracting Agent, " "

Central Ohio & Pittsburg, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway.

Gen. Pendleton, S. W. Freight Agt., No. 4 Merchants Exchange.

grt. Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2 Burnett House.

Sandusky, Dayton & Cincinnati.

No. 20 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brown & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 "	11:00 "
URBANA.....	12:45 P. M.	12:40 A. M.
GALLIEN.....	3:30 "	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEA.....	6:38 "	7:55 "
HORNELLSVILLE.....	8:47 "	9:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	7:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts. Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

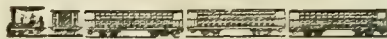
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at the northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:30 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from New York by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:54 a. m.; Allentown at 12:2 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:41 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

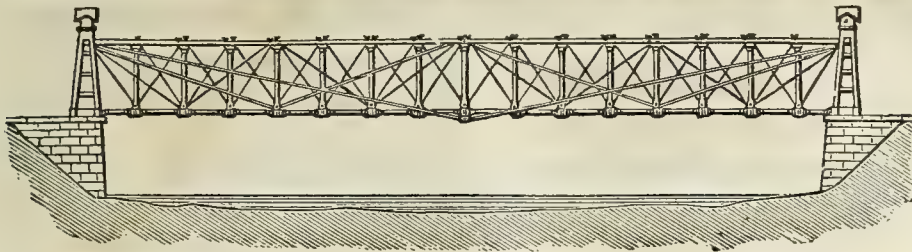
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

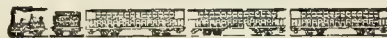
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent
E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg. Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 30 P. M.
Dayton Bellefontaine and Richmond.....	3 10 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 30 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 30 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front st.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 24 inches in diameter, and branches for same, &c., &c.

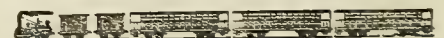
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.25 P. M. Express.

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.30 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON.

Editors

CINCINNATI:
THURSDAY, JANUARY 10, 1867.

THE RAILROAD RECORD,

PUBLISHED EVERY THURSDAY MORNING,

BY WRIGHTSON & CO.

OFFICE—No. 167 Walnut Street.

SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
“ “ per month.....	3 00
“ “ six months.....	12 00
“ “ per annum.....	20 00
“ column, single insertion.....	5 00
“ “ per month.....	10 00
“ “ six months.....	40 00
“ “ per annum.....	80 00
“ page, single insertion.....	75 00
“ “ per month.....	25 00
“ “ six months.....	110 00
“ “ per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,

Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express Mail.....	8:28 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 P. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M. 9:50 A. M.
Loveland Accommodation.....	5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M. 9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M. 7:20 A. M.
Richmond and Chicago.....	7:00 P. M. 11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M. 5:35 P. M.
Bellefontaine and Sandusky.....	3:00 P. M. 10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M. 9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M. 12:00 Noon
Dayton, Lima and Chicago.....	3:00 P. M. 5:35 P. M.
Dayton Accommodation.....	5:00 P. M. 10:25 A. M.
Hamilton Accommodation.....	7:00 P. M. 7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M. 9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M. 11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M. 10:05 A. M.
Springfield & St. Joe Express.....	12:00 M. 3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M. 12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M. 8:45 A. M.
Harrison Accommodation.....	10:10 A. M. 2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M. 11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M. 7:30 A. M.
Louisville Special Train.....	3:45 P. M. 2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M. 4:10 P. M.
Caboose Accommodation.....	5:20 P. M. 8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M. 10:55 A. M.
Evening Express.....	1:50 P. M. 6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M. 4:10 P. M.
Express Mail.....	9:20 A. M. 4:45 A. M.
Lightning Express.....	8:00 P. M. 4:45 A. M.

Shall the City of Cincinnati buy the Gas Works? And make its own Gas?

This proposition comes up in the following shape. In December, 1866, (recently,) a Committee on the part of the City Council addressed a memorial to the Legislature, saying:

"Our City Council are practically debarred from purchasing the Gas Works by the restrictions placed upon the issuing of City Bonds, under the act of the General Assembly of April 6, 1866. The Council ask to have those restrictions removed, to enable it to proceed at once to the purchase of the Works. We hope in this, so reasonable request, to have your hearty co-operation."

The sum asked for is *three millions of dollars*, a sum enormous as it is, which (as we shall show,) must be increased to five millions (!) before the city will have got fairly under way as a manufacturer of gas. This modest proposition is said to be a "reasonable request," because, at the October election, a vote was taken on the purchase of the Gas Works, which resulted in round numbers, 15,000 *for*, and 6,000 *against*. There are two facts, which show this vote to be wholly delusive, and unimportant. First, it is perfectly notorious, that the October election turned wholly upon politics, and no other question was really considered; secondly, that only about two-thirds of the voters at the election, voted at all upon the Gas question. To this, it may be added, that not half the whole vote given at the election were either consumers of gas, or payers of tax; and ought persons who have no house, no business interest in the question at all, decide it for those who pay the whole expense? For example, we pay the taxes for gas, but we use no gas. On the principle of that vote, any amount of taxes for gas may be levied upon the tax payers, by those who pay no tax for it! We mention this only as one of the practical incidents, in the proposed speculation of making the City a manufacturer of gas. But, independent of all such considerations, we are opposed, as we have more than once stated, to imposing upon the City of Cincinnati an enormous debt, to do what common experience proves any individual can do better than a City Corporation. This we propose to show; but, in the mean time, we must clear away some of the rubbish, put in the statements of the Council Committee, on the authority of a volunteer Committee, whose report was published last autumn in the *Cincinnati Gazette*.

By referring to the accompanying report of Messrs. Burton, Gates and Von Phul, it will be seen, that whilst our citizens are paying \$3 25 per 1,000 cubic feet for gas, those of Pittsburg pay but \$1 60 per 1,000 cubic feet. This very great difference in price does not arise from any advantage Pittsburg possesses over our city in the manufacture of gas. The difference in the price of coal between the two cities is more than counterbalanced in our favor by the constant demand and higher rates obtained for the products arising from

the manufacture of gas, to wit, coke and coal tar. Add to this the much greater consumption of gas in our city, and it will readily be seen that we possess, not merely *equal*, but *superior* advantages to Pittsburg in the lowness of price for which gas can be manufactured.

Prima facie, it would be impossible to make a statement more absurd. Put in plain words, it amounts to this. Gas is made out of bituminous coal. Bituminous coal is produced at the doors of Pittsburg, for something, like 4 cents per bushel. Cincinnati uses, the coal of Pittsburg, at the lowest price of 12½ cents per bushel. Therefore, Cincinnati can make gas cheaper than Pittsburg! Absurd as this is, and palpably false, as the proposition is, we are in courtesy bound to suppose, that the Committee of the Council had some reason for such a conclusion. It seems to be all contained in the sale of "coke and coal tar." The Committee gives no fact or reason for supposing there is a greater demand or higher rates for these articles in Cincinnati. But if there were, what does it amount to? The Committee say, that the Gas Company at Pittsburg get 1½ bushels of coke for a bushel of coal, and that the price of coke is 5 cents per bushel, which gives 7½ cents for the coke. In Cincinnati, the Gas Company (as they do in Philadelphia,) get but 1 1-5 bushels of coke, and the general price has been 8 cents and now 6, which gives 9.60 cents for the coke. Then the Cincinnati Company gets nominally (on the hypothesis they sell it all) a gain of 2.10 cents per bushel over the Pittsburg Company. Now, the additional price of coal is 8 cents per bushel, from which subtracting the gain as coke (2.10) leaves a loss to the Cincinnati Company of nearly 6 cents per bushel on coal! The tar material is of little importance in either place. This is the practical mode in which the Committee have come to the absurd conclusion, that we can manufacture gas cheaper than they can in Pittsburg! As a sample of practical logic, we commend it to the careful reading of the intelligent citizens of Cincinnati.

But, the Committee have incidentally let out two or three facts, which completely upset their other statements. They say that the City of Pittsburg gave the Company \$170,000 when they began. As the Gas Works there are not more than one third of those of Cincinnati, this is equivalent to gift by Cincinnati of half a million of dollars to the Gas Company. Suppose Cincinnati tries such an experiment on the Gas Company, and see if the City would save more than by buying the works! The truth, upon that point, we believe to be this; that the City of Pittsburg having a presentment of what the City would accomplish as a manufacturer of gas, voluntarily relinquished its Works to a Gas Company, giving them nearly half the stock; and the dividends the Company have been dividing are dividends on only half the original stock.

Again, the Volunteer Committee make a stupendous statement, that in eight years or so, they can pay off two and a half millions of dollars, and the interest on it! Men acquainted with city affairs know they will do no such thing; but will start with a fair prospect, according to all previous precedent (take any example you choose in the city history), of increasing the debt largely. But at what rate do they propose to do this?—Is Gas to be cheapened any? They do not even pretend so. The rate on which the calculation is based (stated by themselves), is \$2.50 per thousand, exclusive of taxes. That is, the committee gravely and openly propose that the City of Cincinnati shall advance three millions of dollars, the present loan asked for, and then make Gas at precisely the same rate the Gas Company propose to make it.—Where, in this grand scheme, is the poor consumer? where is the tax payer, already ground under a taxation of seventeen mills on a dollar, only $3\frac{1}{2}$ of which are for all the purposes of the State Government? The consumer is left just where he was, and the tax payer may groan on without a remedy.

We say that the rate for Gas proposed in this calculation, is just what the Company propose. We are informed (and believe the Records of the Committee show it), that a Committee of the Council, after looking through this subject, informed the Company that if it would agree to take \$2.50 per thousand, for a period of five years, they would recommend that to the City Council. It was accepted and recommended, and the Council rejected it. Who, then, has made Gas dear to the consumers? This subject has been agitated for two or three years, and nothing has hindered the consumers from having a reduction of price during that time, but the fact that the Council would come to no terms, whatever, and then the Company could not anticipate the future, by making economical arrangements. So much for the proposition to make a city speculation, on the data of the Pittsburg Gas Works. The Committee have managed to contradict themselves, so effectually, that no further notice of their memorial is necessary. But, we may add some other facts, of which the Council and the Legislature are perfectly cognizant, and which may be said to declare the opinion of the best business men of Cincinnati, on what is a fair price for Gas. It will be recollected, that about two years since, a large number of monied business men of Cincinnati, proposed to take the Gas Works from the City of Cincinnati, on certain terms. What were they? Why that the City should furnish the whole capital, that the time should be thirty years, and that they should pay \$2.25 per thousand for both public lamps and private consumers. A close examination, comparing item by item, proved that this offer was, on a general average, a very little below the Gas

Company, but that the Gas Company asked only ten years. In that time the Company would have to reduce its terms to specie standards; while these gentlemen would go on for twenty years more. The thing was too barefaced for the Council to accept, while at the same time they accepted no offer from the Company, by which the price might be reduced to consumers. But the reader will mark, that those intelligent business men never made that proposition again, nor has that, or any similar one, been heard of.—This is equivalent to a verdict, by intelligent, calculating monied men, that no better proposition could safely be offered.

We now come to the simple question, whether the City ought to own the Gas Works? Whether a City can hope to conduct such a business safely, or profitably? It happens that this very Pittsburg gave up its works to a Company. But a far better example, and much more analogous to that of Cincinnati, is Philadelphia. The advocates of City control over Gas Works, have been fond of citing the example of Philadelphia, which, they said, managed its Gas Works finely, and made them profitable.—Well, to the Philadelphia works we will turn for instruction. The City of Philadelphia owns and manages its Gas Works. What is the result? After going on several years, and apparently making profits, the City is startled to find that the Gas is deteriorated, the prices higher, employees corrupt, the works used for political purposes, and the City is without dividends. This is precisely what the observers of City management may expect. But the good people of Philadelphia seem to have waked up, as those of Cincinnati may hereafter, to no small astonishment. A Committee of the City Council is appointed to investigate the affairs of the Gas Works; and we have before us the substance of their report. Let us look at some of the most important facts brought out, for the edification of those who think Cities good managers of business. The following facts, taken from the report of the investigating Committee will explain themselves.

LEAKAGE AND WASTAGE.

In the Annual Report for 1865, page 53, the loss which is put down to this cause alone, amounts to the enormous quantity of 112,490,549 cubic feet of gas. For the preceding year of 1864, it is placed at 83,390,575 cubic feet. The average for the five years of 1859, 1860, 1861, 1862, and 1863, will be found by the table referred to, to be 61,475,206 cubic feet, so that the loss by leakage, as it is called, exceeded in 1864, the average by 21,915,369 cubic feet; and in 1865, by 51,015,343 cubic feet.

The term leakage, is made to cover every foot of gas after it is measured into the holder that is not accounted for at the end of the year by the cash received into the treasury, and

the suspended debt. This latter item is exceedingly small.

The wastes from mismanagement at fires, or imperfect retorts, is not included in this. It appears that this waste was going on at a rapid rate of increase—and where would it stop? The committee state explicitly, that the great increase of waste is due to the mismanagement of the works themselves; by allowing a greater heat, than was necessary, to develop the harmonious principle. Let us now see how much this waste costs the city. The Committee say:

Estimating the loss on 51,000,000 cubic feet, being the excess above the average of preceding years at \$3 per thousand feet, it would show a total on this item of \$153,000, less 5 per cent. for prompt payment. This is the loss upon gas stored alone, outside of that which occurs in the process of making it from various causes, and which may be increased or diminished, depending solely upon the care and skill exhibited in its manufacture.

One Hundred and Fifty Thousand Dollars loss to the city of Philadelphia, over and above the average loss from wastage, by its manufacture of Gas, in a single year. This may serve as an illustration of what Cincinnati may expect. The "solution," says the Committee, is defective gas, from unskilled labor, and imperfect heat. What was the cause of this? The skilled men were turned out for political causes, and new men to learn their new trade.

CORRUPTION.

The Committee states explicitly in some cases. We cite the following simply to show that there is proof of this:

It was proven before the Committee, that in two or three cases, the foreman of one of the gangs at the retort house at Point Breeze, had returned and permitted men to draw pay for the whole month when some of them had been absent for days, and one of them for weeks. The excess of pay in such cases was handed by the men to the foreman.

Other examples were cited, but this is a specimen.

CITY SUPPLYING ITS OWN LAMPS.

So too is the fact that the deficiency or loss on public lighting, is based upon the presumption that the gas supplied was as to quality and quantity what the city was entitled to receive. Yet it is a notorious fact, within the knowledge of every observant citizen, that in neither respect, nor as to time of late years, has the city been supplied as she ought to have been, with occasional exceptions.

This is said of a City which makes its own Gas, and carries it on, by Trustees, as proposed by the Bill before the Legislature.

CAUSE OF THE LOSSES.

The Committee say:

To sum up the whole, the failure in the management of the Gas Works may be

largely attributed to the introduction of politics in the appointment of the Trustees and their employees. Commenced years back, this evil has grown in force and intensity. Certain it is that corruption once begun, goes on increasing, and the last year will always be the worst. Each set of politicians, according to the power they possessed, used the Works for their own ends. While it is not intended to screen any of the Trustees, past or present, from the odium they deserve for so prostituting a trust into which they should never have permitted politics to enter, the facts show that this year has been the most disastrous one in the history of the Works, the gross profits for it being only \$121,469 95.

Thus we find that the income of the Philadelphia Gas Works is fast melting away, under the City administration.

RESULT OF THE WHOLE MATTER.

The Committee give this summary of what has happened to the Philadelphia Gas Works, carried on by the city.

It cannot be denied that there has been gross mismanagement, even if the charge of corruption be doubted. The profits have disappeared, the expenditures have largely increased, the citizens pay heavier, and receive less light, while the Works, which were regarded in the prospective as a source of sure profit, are now a burthen to the City.

We need no more citations from the Report of the Philadelphia Committee to show, - that in the best city of the country, - on which to try the experiment, the conduct of the Gas Works, by the city has utterly failed. The force of this experiment cannot be broken by the advocates of purchasing the Gas Works by the City, for this very experiment in Philadelphia has been held up to show how well and profitably a city can carry on such works.

We have directed our inquiry solely to the question, whether a City Government can, or ought, to carry on Gas Works; but, there is another question certainly of some importance to the citizens. This is the debt incurred. How much is to be paid to buy and carry on the Gas Works, independent of current expense. Unfortunately, the Committee of the City Council give no information on this head. They ask for three millions of dollars, but forward no proof of the real sum required. In fact, they cannot, because the contract of the Company with the City requires that of the five appraisers, two may be appointed by the Company, and a third to be a disinterested party. It is evident, that the City cannot fix, nor even limit what price it will pay. Another fact is evident, that if the City now buys the Gas Works, it must pay much more than they really cost, for every part of the Works would require to build them double the money required six years ago. It is impossible for any board of appraisers, not to take notice of this fact. Hence, the City must pay more for the Works than they would in past time, and probably much more than they would pay on the resumption of specie payments.

There is another matter the Committee have failed to notice. What have they allowed for the annual addition to the capital, by extensions absolutely necessary. It is true of Gas Works, as of Water Works, that the surplus funds are imperatively required for extensions. The Gas Works, by whomsoever conducted must extend its pipes about four miles each year. Has the Council calculated how much this new annual extension will require of capital, or receipts? All these points of great practical importance are left out of this hasty and crude scheme to make the City of Cincinnati a manufacturer of gas, by the advance of millions of money. Ought not the Legislature to hesitate in aiding this extravagant and unnecessary experiment to discover whether a City Council can make and sell Gas cheaper than a private Company whose special business it is, and whose experience has taught them the best modes? We trust the facts presented in this article may at least induce inquiry on the part of intelligent men, whether Gas may not be procured of the Company upon fair terms? And, whether the City can do better by manufacturing Gas for itself?

Project of a Great Union Railroad Depot in Cincinnati.

Our readers may have noticed in the newspapers of the day, a controversy between the City Council of Cincinnati and the Ohio & Mississippi Railroad Company, in reference to the right of way in the streets of the City. The result was, that the Council refused to allow the Company to occupy the street on which they are transacting business. It is fortunately not in the power of any City Council, to prevent a Railroad from occupying the street of a city for necessary purposes. The law gives a Railroad Company power to condemn property, where it is necessary for their business. Hence, we presume, the Ohio & Mississippi Company will not be deprived of their right of way by any mistaken action of the Council. But, this brings up a general question of great interest to Cincinnati, to the railroads centering there, and in fact to the whole public; for there is not a passenger on a railroad, going to or passing through any city, who is not interested in two points: 1. That he may be carried into the heart of the city without change; and 2. That if he be going on, he can be transferred without trouble. Every passenger without exception is interested in that. What applies to the passengers, applies with still more force to freight; for, if difficulty of transfer, or remote depots be inconvenient and troublesome to passengers, it is still more so for freight. What is inconvenient for a passenger becomes expensive for freight. In regard to a city, it must ever be the best policy to make all the business of railroads coming to them, as convenient and as little expensive as possible. This is true, when it is a mere transfer through the city; for even

this naked transfer brings persons to the city and makes it known. Hence, on all accounts, the problem of bringing all the railroad business of a great city into a central and common depot, is interesting to all parties; and, if possible, ought to be solved and accomplished. In reference to this subject, we are glad to see that a project is on foot to accomplish this at Cincinnati on a large scale and in a complete manner. To understand it, let us survey the present situation of the railroads at Cincinnati. 1. There are now eleven railroads centering at Cincinnati, viz.: *Little Miami*, with its depot on the east side; that *Wilmington & Zanesville*, entering on the same depot; the *Marietta*, entering at the western side, and having its depot near Elm and Pearl streets; the *Cincinnati, Dayton & Toledo*, having a depot near Sixth and Wood streets; the *Sandusky & Dayton*, entering at the depot of the Hamilton Road (and now seeking an independent entrance); the *Atlantic & Great Western* entering the same depot; the *Junction* road, at the same depot; the *Eaton & Richmond*, at the same depot; the *Indianapolis & Cincinnati*, whose depot is near the intersection of Plum and Pearl; the *Ohio & Mississippi*, whose depot is on West Front street; and the *Kentucky Central*, whose depot is in Covington, (Ky.) Here are eleven railroads, with six depots. Those of the *Marietta* and *Indianapolis* roads are near together; and there is a freight depot of the *Little Miami* Road near by, making a night connection along Front street. There are six depots for passengers and five for freight, totally disconnected. In addition to this, these depots are crowded and the room of all these more or less crowded. In this situation of affairs, it is quite obvious, that no public improvement in Cincinnati is more needed than a Union Depot, central enough and extensive enough to accommodate, at least, all the transfer business of these roads. To accomplish this a new Company has been formed, and called the "Storrs Township, New Richmond and Union Depot Company." The two former appellations were added probably to secure the profitable business which must arise from a short line running through the East and West suburbs, on the banks of the river. It happens that the Suspension Bridge is not far from where a Union Depot, on the bottom of the river ought to be. It happens also, and with a view to this very object, that the Bridge Company have laid rails on the bridge for the transit of cars. It is intended that the freight cars of the *Kentucky Central* shall be transferred at night; so that they will be in no one's way, while the business of transfer will be accomplished with ease and convenience. Thus one of the great difficulties of a railroad connection will be got over. It is supposed, that the Union Company can readily get the ground somewhere near the Suspension Bridge, since

the property in that part of the town is not very valuable and cannot be made so, till some such improvement is made. The Storrs Township Company have applied to the City Council for such powers and grants, as may be necessary. It remains to be seen what course the Council may take. But, in the meanwhile, we think it clear, that the Company has a right to have the ground and the street (that is the use for this purpose), condemned, under a Jury valuation. In such a case, we should think it quite probable, that the cost would be no more, if as much, as at private sale.

We see, then, that this project really contemplates a grand object. It is in fact to unite at a single point all the transfer business of eleven great lines of railroads. To say nothing whatever of their extensions and connections, which really extend from the Allegheny to the Rocky Mountains, these eleven railroad companies do of themselves, control and run over two thousand miles of railroad, while over them is carried an immense amount of business derived from other roads. It can be seen at a glance how very important is a Union Depot, and how great an enterprise it is to make and carry on one successfully. To execute this work, each one of these companies should be a stockholder in the Union Company, and should bear its proportion of the expense, while the other stockholders share in the general profits of the *outside* transfers, which in all probability would be large; for it would comprehend all the transfer of passengers and freight in the city, and the traffic of the suburb lines, east and west. There might be connected with it, a system of storage warehouses which are much needed, and which would remunerate the proprietors.

That a Union Depot, such as we have described would cost a good deal, and require a large capital is evident; but what would that be among no less than eleven Railroad Companies? Suppose the cost is a million of dollars; that is less than an average of one hundred thousand dollars to each Company. A gross profit of one hundred dollars per annum will pay them for this outlay. Now, let a calculation be made of the cost of transfers, the loss of business, the delays to merchants as well as railroads, caused by six different depots, and see if it does not far exceed the interest on the capital required.

We have sketched out this plan roughly, and it is obvious, that some other sources of profit might be added to the plan, if necessary. We understand that the Storrs Township Union Depot Company contemplate a plan, very nearly such as we have described; and if the Railroad Companies will enter upon it with spirit, it may be accomplished in a short time, and be honorable and profitable to them. In regard to the City Council, we cannot conceive what object they can have in

thwarting a scheme so beneficial to the public; so really necessary to the railroads, and which if not done, will simply show a want of public spirit and an utter failure of enterprise in what greatly concerns the commercial and manufacturing interests of the city. We therefore commend the plan to the favorable consideration of citizens, of merchants, and of railroad companies.

Death of Herman Ehrenberg.

THROUGH the courtesy of an officer in the U. S. Army, we have received the following notice, clipped from some Southern paper, of the death of our old friend, HERMAN EHRENBURG, than whom no truer gentleman ever lived:

DEATH OF A NOTABLE MAN.—Herman Ehrenberg was a German by birth, and came to America while yet a boy. He was in the campaign for Texas independence in 1836, and was one of the 357 men who surrendered under Colonel Fannin to General Urrea, and in violation of the terms of surrender, were taken out in four divisions, and shot down in cold blood. When his division kneeled to die, and the soldiery fired, he remained kneeling unharmed, while all his brave companions rolled in their dying agonies in the dust. He looked around as one in a stupor, saw that the smoke covered the firing party, sprang to his feet, and darted off at full speed. Strange to say, boy though he was, he made good his escape, and succeeded in reaching Texas alive, the only survivor of the whole force.

Mr Ehrenberg came to California in 1847, and has resided on the coast since. After the discovery of gold, he went to the placiers, and sometimes was miner and sometimes was civil engineer. He engaged in many speculations, and was the leader of the party which discovered the mouth of Klamath River, and laid off a town there in 1850. He made his home for a time in San Francisco, and when Southern Arizona was purchased he went thither and engaged in mining for silver and copper, which has been his main occupation for the last few years. He was a man of high scientific attainments, and was regarded as one of the leading men of Arizona.

After passing through a thousand dangers on the frontier, this brave, kind-hearted, generous man died at the hands of the skulking Chimaheuris or Mepper Hualapis, while coming back to civilization, and almost within the line of settlements. He had started across the desert from La Paz, Arizona, to San Bernardino, California, and when half way across stopped for the night at the hot spring of Dos Palmas, one of the most desolate and burned up spots on the face of God's footstool. In the night, while lying on the ground outside the single hut which marks the spot, he heard a noise, and going out to where his horse was tied, was shot dead by the Indians who had come skulking down from their strongholds in the fastness of the desolate Glacier mountains.

We have known Mr. EHRENBURG since the spring of 1856, he formed one of the party of Colonel CHAS. D. POSTON, when they went out to Arizona in the interest of the Sonora Exploring and Mining Co., of Cincinnati, during that year. He remained in the service of this Company for several years, in the

capacity of Mining Engineer and Explorer during which time his relations with us was of a most intimate character. At the age of sixteen he left his home in Germany for the purpose, as stated in the article above, of aiding in securing the independence of Texas; and the marvelous story of his escape from the murderers of Colonel Fannin and companions is true to the letter, except in the fact of his being the only survivor of the party. Yoakum's History of Texas, Vol. II., page 100, says, there were twenty-seven who escaped, and we there find Mr. Ehrenberg's name among the number although incorrectly spelled Herman Eremby. There is one, a gentleman of this city, a very prominent iron founder, then a boy like Ehrenberg, who likewise was a member of that ill-fated company, and who made his escape the night before the massacre; well do we remember the intensity of feeling that was manifested when they met in this city in 1859. Their meeting was like that of two brothers who had supposed each other dead. After this event he returned to Germany and completed his education at Freiburg, and was for several years engaged in the German mines. Then, as stated above, he went to California, since which time he has spent probably not more than two years of the entire period in what would be called civilized life. He has, in the strictest sense of the term, been a pioneer—an explorer of the wilderness—the benefit of whose labors will enure to his only heirs—an unknown posterity. His death adds one more to the sacrifices that has been made for the development of Arizona; the list is a long one, and contains many names near and dear to us; among the others who were Ehrenberg's companions and have thus been lost, are, JOHN L. POSTON, a brother of Chas. D. Poston, HORACE C. GROSVENOR, well known as a resident of this city, FRED. BRUNCHOW, GILBERT W. HOPKINS, and our own two brothers JOHN and WILLIAM WRIGHTSON, together with a host of others whose names we might give. The number of those left of the early pioneers of Arizona is becoming exceedingly small, and deep will be the sorrow in the heart of each when they hear of this—their last sad bereavement.

SALE OF THE O. & M. R. R.—Judge Hoadly and E. D. Mansfield, the Trustees under the Second Mortgage Bonds, sold the O. & M. Railroad, at public sale, on Wednesday, of this week, for One Million Dollars over and above the first mortgage. It is supposed that a good title to the property will now be had, and that the road will be put into good paying shape.

The Indianapolis and Cincinnati Railroad have purchased the Indianapolis and Terre Haute Railroad as an addition to their

Central Railroad Depot.

The material interests of Cincinnati have long suffered from the lack of proper facilities for the transaction of the freighting and forwarding business. The approaches to the city are all difficult and divergent, and the only means of doing a through freight business hitherto has been through the agency of drays and transfer wagons, all of which is merely a discriminating tax against through freight coming to Cincinnati, and has been the means of encouraging the construction of roads that act as a cut-off to business that would otherwise have naturally passed through our city. Cincinnati has not been blessed with such a superabundance of wisdom and foresight in its legislative councils relative to railroads as could be wished; otherwise, she would not have allowed neighboring cities to absorb her trade by superior facilities of transit. It is, however, said to be better late than never; and all may, perhaps with justice, claim "that if our foresight was as good as our hindsight," many things would have been done differently. We trust that something really good, fair and practicable will result from the consideration of this subject, as now presented to council by the following report, made at its regular session on Friday last:

A CENTRAL RAILROAD DEPOT PROPOSED.

Mr. Burton, Chairman of the Committee on Roads and Canals, presented the following, which was ordered to be printed, and laid on the table for the use of members, at the next meeting of council:

Your Committee to whom was referred the petition of the Storrs Township, New Richmond & Central Union Depot Junction Railroad Company, beg leave to report that upon examination of the objects and purposes set forth in said petition, and in a communication of the 20th December, 1866, addressed to the Committee, and further discussed and explained by parties interested at two subsequent meetings, they believe its success a matter of the greatest importance to the commercial prosperity of the city. That the privileges prayed for, as set forth in the resolution hereunto appended, are necessary to its success and should be granted by the city.

That the written consent of more than six-sevenths in interest of property abutting on Front street, where said Company ask to lay the track, has been presented to your Committee, a true copy of which is hereunto attached, thus remaining the only local objection that might be supposed to exist.

The railroad facilities of the city, by reason of the location of its depots at a distance from its commercial centre and from one another, and for the want of convenient connection by rail between all of them, are greatly inferior to those of nearly every other large city.

At Chicago, for example, there are large union depots centrally located, and each used by several companies, where the cars of any of the roads running to that city may be loaded and unloaded; from which, by convenient tracks, they may be transferred from one part of the city to another, or from one road to another, without delay or expense of breaking bulk.

Not only is this true of Chicago, but Indianapolis, Toledo, Detroit, Cleveland, Columbus, Pittsburg and Buffalo, all of which are, to some extent, competitors for either through or local business, many of them for both, have secured the same valuable facilities, and are yearly receiving large profits, which like facilities would secure to our city.

The lack of such advantages does not only deprive our merchants and shippers of business, but reduces the profits on the business they do; or, as is generally the case, this expense is divided between the producer and consumer.

They are not only obliged, on account of distance, to pay double the amount of drayage, but frequently to pay for several fractional loads to or from the different depots, which might be carried from a central depot by a single load. They also find it necessary to make frequent trips to the different depots, and from one depot to another, to learn whether their goods have arrived, to ascertain their condition, to pay freight, to settle differences, to see that their goods are promptly shipped, etc.

A central union depot would not only save them many trips, but would require much less time to make them when necessary. This company also propose to provide sufficient room for temporary storage of goods, giving merchants longer time to remove them than is or can be given at the other depots under present arrangements, and affording wholesale grocers and shippers of heavy or bulky articles the opportunity of leaving them for a reasonable time to be disposed of, thereby saving several haulings and the drayage to and from their stores or warehouses where they are to be reshipped, to say nothing of the advantage of the relief to the streets of hauling goods by the car load (eight tons), instead of the innumerable drayages as at present required. To heavy shippers and manufacturers, lumber, hay, stone, lime and coal dealers, it will afford the opportunity of running a switch into warehouses or yards of their own, at any point on the road where the cars of any road running to the city may be loaded or unloaded.

A party who is now furnishing coal to the City Gas Company wishes to establish such a depot, where he can send coal to Columbus and other cities north and west, for the manufacture of gas and other purposes, the amount he can save by the erection of a coal elevator, from which he can ship to all the different places, being equal to a fair profit on his business.

The cost of hauling it from the river to the several depots for shipment amounts to a prohibition of the business. Other coal dealers are seeking like facilities. One of the largest wholesale grocery merchants has expressed his intention of establishing a warehouse so soon as a connection of the various railroads entering the city is secured by this company and a central depot located, and has called upon your committee to urge the necessity of granting this company permission to lay down its track.

Another important purpose accomplished by this company will be the introduction into our city of the bonded warehouse system, which, by bringing goods to the city "in bond," cannot but largely increase the profits to our merchants who are interested in that branch of business.

And your committee believe that the facilities proposed by this company would build up new commercial enterprises, which, on account of the present want of railroad facilities,

are impracticable, and remove a burdensome tax from our present business.

The inconvenience, loss of time, and the expense to which any class of business is subject under the present situation of depots and tracts, is best understood by a description of the manner in which it is necessary to do that business.

Take the express business for example.—Merchants pay a large advance upon the ordinary price of freights to insure the speedy transportation of their goods. When the goods arrive at the depot a large part of them must be unloaded, placed in wagons and hauled to the express depot, unloaded and assorted; again loaded, and hauled to their respective destinations.

Goods that are to be forwarded are subject to the same expense and delay. They must be hauled from the various shippers to the express companies' depots; there unloaded and assorted; then placed again in wagons, and hauled to this or that railroad depot, often requiring several wagons to transfer a single ton of freight to, or from the express depot, because it comes from or goes to several different depots.

This Company would afford the express companies the facilities for using a central depot into which all of their cars could be hauled immediately upon their arrival at the various railroad depots, and could be loaded and returned to their respective roads, thus saving the expense of loading and hauling over a hundred tons of express goods every day, and innumerable expenses incident thereto, besides saving injuries to goods by handling and hauling, which is not a small item, and save time, which is the great object of express and railroad companies.

True economy relates as much to saving time as to saving labor and money.

In New York, Philadelphia, Baltimore and in other cities above mentioned, the express companies have central depots connected by rail with the different roads running through the city, insuring to their patrons the early receipt and prompt shipment of their goods, and there is no good reason why Cincinnati should not have the same facilities.

The cars of the Kentucky Central Railroad will pass over the suspension bridge to a convenient depot, where this company will receive and reship their freights, thereby relieving the merchants and shippers of the long delays and great expense now incurred in the transfer of their goods, and securing to the Kentucky Central Railroad the most convenient and economical entrance into the city, and in view of the projected extension of that road to the South as well as the projected road from Louisville to Covington, the importance of this arrangement must be apparent to all. Louisville has already secured connection by rail with the Southern chain of roads, from which it has derived an immense local trade and a large through business, and contemplating, as she does, the immediate erection of a bridge across the Ohio river.

Cincinnati will be obliged to exert every influence to draw her share of the business to our doors.

Upon the completion of the Louisville bridge, no equally available route being established to and through Cincinnati, much of the local business, the through freight and travel now coming here via the river will cross the bridge at that point and go to Indianapolis and over the Northern routes.

Without an approach by rail to the depots

of our city and a convenient connection through it, the Louisville & Cincinnati Railroad which connects with the Southern roads will be comparatively of little value to Cincinnati, and Louisville will more completely control the business from the Southern roads in the future than she has done in the past.

But with the advantage offered by this Company, the cars of that road, after having passed over the suspension bridge, will be taken to and from the central depots, placing Cincinnati on an equal footing with Louisville for the Southern trade, and enable her to share in this large and rapidly increasing commerce.

What has been said of the Southern freight business applies as forcibly to the Southern travel. If the present method of transferring passengers and their baggage by omnibus between the Cincinnati and Covington depots continues here, while they have connection by rail at Louisville, the through travel from the South will take that route. The same applies to passengers going East and North on the Ohio & Mississippi road. Unless connection to the Eastern depots is made they will continue to pass North of us, via Indianapolis and Columbus; for at present there is no certainty of making connection by omnibus.

Another merit of this enterprise which should be named is the fact that it is distinctly separated from all the trunk lines entering the city, and while it accommodates them in the distribution of their business, it will (as it properly should) be under the control of merchants and others who have the interests of the city to stimulate them in its management, and who can at all times deal fairly as between railroad companies and shippers. Another advantage to the city accruing from the proposed Junction road, will be the great facilities offered for shipping purposes to the company which is so soon to pass under the management of the city.

Your committee have mentioned a few of the reasons that have occurred to them, or have been suggested by communications and discussions of parties in interest, and are unable to discover any valid objection to this enterprise. But in whatever view it has been presented its advantages to the merchant, to the shipper, to the railroads and to the general interests of the city, have been more and more apparent as the investigation has progressed; and your committee, therefore, unanimously unite in recommending the passage of the following resolution, which asks for a present connection with the Ohio & Mississippi Railroad.

Gideon Burton,
Thos. G. Smith,
Daniel Wolf,
Committee on Roads and Canals.

The following resolution accompanied the report:

Resolved, That permission is hereby granted the Storrs Township, New Richmond & Central Union Depot Junction Railroad Company to lay down and maintain a single track of their road from a point at or near where the present track diverges from Front street, between Smith and John streets, thence along Front street westwardly to enable it to connect with the Ohio & Mississippi Railroad upon the same consideration in proportion to length of track, and upon the same condition under which the connection track is at present used, and to lay any turn out, with consent of the Board of City Improvements, from any track used by said company

to any depots or warehouses owned or controlled by said Company, or in which said Company may become interested, upon line of track, the city hereby giving its consent, if the same is necessary, to any arrangement made with the present party or parties having control of said track; and that the Committee, in connection with the City Solicitor, are hereby authorized to enter into an agreement with said Company, in accordance with the terms of this resolution, with such variation of language as the Committee may deem necessary to express the true intent and meaning of the same, and carry its purposes into effect; provided that nothing contained in this resolution shall affect any action heretofore had by the City Council relative to the removal of the O. & M Railroad track.

The undersigned owners of property bounded on Front street between the depot of the Ohio & Mississippi Railroad, and a point about (80) eighty feet west of John street, hereby give our consent to the location on the said Front street of a railroad track, so as to form a connection by rail between the railroad of the Little Miami Railroad Company, and the railroad of the Ohio & Mississippi Railroad Company.

A. J. Mullane,
Wm. Ring,
Little Miami Railroad Company,
By W. H. Clements, President.
Wm. Resor,
Wm. Clifford Neff,
Henry Hanna,
L. Worthington, President,
Globe Rolling Mills.
David F. Meeder,
Cincinnati Gas Light & Coke Co.,
By H. I. Miller, President.
John H. Mueller,
Ohio & Mississippi Railroad Co.

STEAMBOAT DISASTERS ON THE WESTERN AND SOUTHERN WATERS—The following is the recapitulation of steamboat disasters, as compiled by the *St. Louis Republican*, for the year 1866:

TOTAL LOSS—By sinking.
Side wheel.....12
Stern wheel.....32
Center wheel.....5
Tugs.....1—50

BY FIRE.

Side wheel.....25
Stern wheel.....11
Center wheel.....1—37

BY EXPLOSION.

Side wheel.....4
Stern wheel.....2
Tugs.....1—7

Total.....94

PARTIAL LOSS—By Sinking.

Side wheel.....5
Stern wheel.....16—21

BY EXPLOSION.

Side wheel.....2
Stern wheel.....2—4

Grand total.....119

ESTIMATE OF LOSSES.

Boats.....\$2,968,500
Cargoes.....3,520,000
Total loss.....\$6,488,500

Kentucky.

The time has now arrived when this State is destined, if proper action is taken by her Legislature, to make a rapid stride on the great road of progress. Her agricultural and mineral resources entitle her to rank second to scarcely any of the interior States in wealth and importance. She needs a liberal and judicious system of internal improvement, with reasonable inducements for the influx of capital and emigration. There certainly should be no obstacles thrown in the way of either. We observe that Gov. Bramlette in his message to the Legislature, relative to internal improvements, remarks:

The act incorporating "the Kentucky River Navigation Company, approved March 1, 1865, it is to be hoped will be carried into successful operation." By this act the completion of two additional locks and dams will secure to the company a lease for fifty years of those owned by the State, upon payment of a rent of \$2,500 per year. The work is required to be commenced within four years, and to be completed as high up as the Middle Fork within twelve years.

The completion of this improvement is rendered more certain by thus enlisting private capital and individual enterprise; and when completed, will not only secure the State from annual expense, but yield an income to the State and remuneration for the company.

The vast coal fields, mountains of iron ore, and other valuable minerals, together with the inexhaustible forests of the finest timber, which this will open up to market, will establish a trade upon the river which will make the work profitable, besides adding greatly to the wealth of the State and citizens by the appreciation in the value of lands now held at but little value.

A similar disposition of the improvements on the Greene and Barren Rivers should be made, and your attention is invited thereto.

The necessity for some system which is safe and practical in making turnpike roads is becoming daily more urgent.

To insure success and make the investment profitable, the majority of the capital invested in public improvements should be drawn from private capital, so as to insure individual enterprise and a prudent and careful management of the improvements as well as economy in construction.

A system which has given much satisfaction where tried, in the construction of metal turnpikes, is to authorize the county court of a county, within which or through which a road is proposed to be constructed, to take stock not to exceed one-fourth or one-third of the stock per mile; and when satisfactory evidence is produced to such court that a sufficient amount has been taken by responsible subscribers, with that subscribed by the court, to construct the whole or part of said improvement, the court thereupon to issue county bonds, bearing interest, for as many miles as there is stock subscribed sufficient to construct the road, and transfer them to the company in payment of that much of the county subscription. The bonds to be disposed of or retained by the company, as the company may elect. The court to levy an *ad valorem* tax upon the real estate of the county sufficient to meet the interest upon the bonds, when issued, from time time.

JAMES RIVER AND KANAWHA CANAL.—The Richmond *Whig* solicits government aid to complete this canal to the Ohio river, as it is a work of national importance, "and will benefit not simply Virginia, but all the States touched by the Mississippi and its tributaries."

plan to the stockholders, especially to those not familiar with the history of this company, the reasons why it has not seemed to them Directors practicable to resume the payment of regular dividends at the present time. The principal reason is the great increase of the company's business, for the proper performance of which large outlays have been made necessary. Nine years ago the company failed, and after struggling with many embarrassments, was finally, in the year 1860, placed in the hands of a receiver by the order of the United States Court. In this condition it struggled on, liquidating and compromising

1866.....	10,016 30
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RAILROAD ENTERPRISE IN KENTUCKY.—In a letter in reply to an article in the Lexington Observer, regretting that the Louisville & Lexington Railroad Companies, Mr. Dudley, and our capitalists did not exert these successful efforts toward the completion of the Big Sandy Railroad, Hon. W. A. Dudley, President of said road, says:

Few, probably, of your readers are aware of the fact that the Lexington & Louisville Railroad Companies, several years since, offered to take charge of and complete the Big Sandy Railroad to Mt. Sterling, so as to allow the Big Sandy Company to give their undivided attention to the construction of the road beyond that point. I became for a short time a Director of the Big Sandy Railroad in the hope of effecting such an arrangement, but our offer was declined by Mr. Apperson. Since that time the Big Sandy Company has become insolvent and been dissolved; while the Virginia roads, with which we then hoped to connect, have been stopped in their westward progress.

The great object which we then had before us is thus temporarily delayed; but I hope not defeated. We might make the road to Mt. Sterling, but it would be at much greater cost than when the proposition was first made. With the aid of the counties along the line, the road might possibly be extended to the Licking river. But such road, terminating in the mountains and without Eastern connections, though extremely valuable to the people of this region, could not be expected to command a traffic more than sufficient to pay its operating expenses. Its builders could not hope for any direct return upon their investment. A proper regard for the interests of our stockholders would, therefore, forbid us to embark their means in such an enterprise.

Our Cincinnati branch, on the other hand, can hardly fail to be largely profitable to us. Its completion will strengthen our companies pecuniarily, and will afford us additional inducement to aid in building the Big Sandy road. For by means of the branch we will be enabled to secure to our lines the transportation of the counties bordering the Big Sandy road to either Cincinnati or Louisville, whereas without the branch the whole Cincinnati traffic of these counties would leave our line at Lexington. For myself, I am very confident that the companies which I represent, so soon as they shall have gotten through with the Cincinnati Branch, will be able and willing to co-operate with our citizens in building the Big Sandy Railroad. In fact this was by no means the least of the considerations leading the Lexington & Frankfort Company to embark in our present undertaking.

VALUABLE INDIANS.—In round numbers it cost us thirty millions of dollars in 1864 and 1865 to fight the Indians. We killed five hundred of them, so that each one of them cost us over \$61,000. And why? Because the sharks enrage the savages by swindling and trespassing upon them. It would save life and money immensely, to hang every white man who does not deal fairly by the Indians.—*Cin Times.*

The above statement does not include the equal number of white men who are murdered, waylaid and slaughtered every year, any one of whose lives is worth more to the world than the entire five hundred red skins.

MONETARY AND COMMERCIAL.

SINCE our last week's review of the market, no material alteration in its condition has been experienced. The large demand for money to meet the wants of the pork interest absorbs all the capital that is at the disposal of the banking houses, and although the return flow of currency is beginning to take place, yet it is not sufficiently large to be felt. Deposit are generally drawn close, and capital is kept actively employed. Rates of discount in bank range from 10 to 15 per cent, when they can be had, while street rates are quoted at 15 to 24.

The offerings of exchange are large, in excess of the demand; and the market weak although rates remain without change. The regular quotations are as follows:

	Buying.	Selling.
New York.....	1-10 dis.	par.
Philadelphia.....	1-10 dis.	par.
Boston.....	1-10 d.s.	par.
Gold.....	133½	134@134½
Silver.....	124@127	127@129

The New York gold market has suffered slight disturbance and has had an upward tendency. The daily fluctuations have been:

	Opening.	Highest.	Lowest.	Closing.
Jan. 3.....	134½	135½	133	134½
" 4.....	134	134½	133½	133½
" 5.....	133½	134½	133½	134½
" 7.....	134½	135½	134	134
" 8.....	134½	134½	134	134½
" 9.....	134½	134½	134½	134½

The annual election for directors of the various National Banks of this city took place on Tuesday, with the following results:

Commercial National—Charles B. Foote, Thomas Sherlock, Rufus King, William Wilshire, J. W. Donohue, George H. Pendleton and George H. Hill were elected Directors; Charles B. Foote, President, and Hugh Colville, Cashier.

Second National—Directors—Seth Evans, Wm. Henry Davis, Benj. Eggleston, Charles Davis, Robert Brown, J. L. Keck, and H. P. Bowman—all re-elected.

Third National—Thos. B. Page, Oliver Perin, James W. Gaff, A. H. Andrews, Thomas Phillips, James Bugher and A. M. Holton—all re-elected. Thomas B. Page was unanimously re-elected President, and G. P. Griffith, Cashier.

Merchants' National—Wm. A. Healy, Richard Dymond, L. E. Stevens, J. W. Canfield, Jethro Mitchell, Robert Hosea, John Young, and D. J. Fallis were elected Directors.

Ohio National—Directors, C. G. Rodgers, Alex. Swift, Seth C. Foster, John S. Taylor, Geo. M. Hord, W. S. Kennedy, D. Banning, S. S. Cooper, E. W. Cunningham. President, C. G. Rodgers; Alex. Swift, Vice-President.

Fourth National—Directors, B. T. Stone, Wm. Van Vleck, M. Glenn, L. Jacob, G. Bra shears, E. M. Smith, M. Swasey, M. Sweny, A. Nulsen. President, B. T. Stone. Vice-President, M. Sweny. Cashier, Charles H. Nash.

Central National—Directors, Wm. Hooper, L. G. E. Stone, Thos. R. Biggs, John Henry, Lowell Fletcher, Thos. F. Shaw, Matthew Addy.

Of the New York market, the *Tribune* of Tuesday says:

Money is 7 per cent on call, and active. In commercial paper a small business at 7@8

per cent. for good and best names. As the action of Congress upon financial affairs is in doubt, long engagements will remain out of favor with lenders, and a decided preference be given to call loans. The present moderate contraction of \$4,000,000 of legal tenders is regarded by many bank managers with uneasiness, and they are indisposed to place funds out of immediate reach. The Bank Statement shows an increase in circulation, deposits and legal tenders, and a decrease in loans and specie. The items stand as follows:

	Dec. 29.	Jan. 5.
Loans.....	\$257,334,761	\$257,852,460.
Specie.....	13,155,222	12,794,892.
Circulation...	32,664,526	22,762,779.
Deposits.....	200,811,290	202,533,564.
Legal Tenders.	63,000,687	65,026,121.
		Inc. 2,025,434

Gold bearing Government stocks are $\frac{1}{2}$ @ $\frac{1}{2}$ per cent. higher, with more doing. The 7-30s are firm, and are passing into the hands of parties desiring to place money where it can be used at will and at the same time earn legal interest. Missouri 6s are up to 96; Tennessee 6s fell $\frac{1}{2}$, and North Carolina 6s $\frac{1}{2}$. In railway mortgages less doing. Erie firsts fell 1 per cent. The miscellaneous list is steady. Mariposa Preferred rose $\frac{1}{2}$, and the common $\frac{1}{2}$ per cent; Adams Express fell 3 per cent. Pacific Mail rose 1 per cent. New York Central rose $\frac{1}{2}$. Cleveland and Pittsburgh $\frac{1}{2}$. Cleveland and Toledo $\frac{1}{2}$, and Toledo, Wabash and Western $\frac{1}{2}$. Erie is lower. Reading fell $\frac{1}{2}$. Michigan Southern and Illinois Central $\frac{1}{2}$, North Western Preferred $\frac{1}{2}$, Rock Island $\frac{1}{2}$, and Fort Wayne $\frac{1}{2}$. After the call the market was dull, and at the Second Board lower prices were accepted upon nearly the whole list. Fort Wayne was weak and sold down to 104@104½. The recent election of directors of the Cleveland and Pittsburgh road is understood to have disturbed several schemes for the benefit of this company. At the Second Board Tennessee 6s New, fell 2½, and North Carolina 6s $\frac{1}{2}$, Western Union $\frac{1}{2}$, Pacific Mail $\frac{1}{2}$, New York Central $\frac{1}{2}$, Erie $\frac{1}{2}$, Reading $\frac{1}{2}$, Michigan Southern $\frac{1}{2}$, Illinois Central $\frac{1}{2}$, Rock Island $\frac{1}{2}$, and Fort Wayne $\frac{1}{2}$. The latest prices are as follows, New York Central 110½@112, Erie 67@67½, Reading 104½@105, Michigan Central 107½@108, Michigan Southern 81½@81¾, North Western 46½@46¾, do. Preferred 82½@82¾, Rock Island 103½@103¾, Fort Wayne 104@104½.

CONNERSVILLE AND INDIANAPOLIS JUNCTION RAILROAD.—A meeting of the Directors of this road was held at Connorsville last Monday, the greater portion of the stock of the road being represented, at which the following officers were chosen:

J. M. Ridenour, College Corner; Wm. Beckett, Hamilton; Elias Kumler, Oxford; E. B. Reeder, Cincinnati; Jacob Beckner, Rushville, Ind.; E. B. Martindale, Indianapolis; J. W. Wilson, Connorsville.

At a subsequent meeting of the Directors, J. M. Ridenour was elected President and Superintendent; E. B. Reeder, Vice-President; J. F. Lincoln Assistant Superintendent, and Joshua F. Leach, Treasurer and Secretary. This "staff" has run the road through many difficulties in the past, and under their able management it cannot fail to be increasingly successful in the future. The prospects of the Junction Road, now completed to Rushville and Cambridge City, for a speedy entrance into Indianapolis and New Castle are very flattering, and we wish them a speedy realization of all their hopes.

G. W. FULTON,
Civil Engineer,
CONTRACTOR AND BUILDER OF
WIRE SUSPENSION BRIDGES
Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steamboat and turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known, and the company reserve the right to reject any bid not deemed to their interest.

J. M. ST. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY
OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,
For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.			
2, 10 " " 6 1/2 " " 35 " " "			
3, 8 " " 11 " " 36 " " "			
4, 8 " " 9 " " 35 " " "			
5, 7 1/2 " " 6 1/2 " " 30 " " "			
6, 10 " " 8 " " 40 " " "			
7, 7 1/2 " " 8 " " 35 " " "			

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

OLD RELIABLE
LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the Eastern Cities; Towns, Villages and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at 7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at 8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at 3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at 4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at 5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at 8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at 11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

A FORTUNE IN ONE DAY!!
GREAT EXCITEMENT!
\$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks,.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,.....	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York;

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35.00		
10 " " " 9.00	50 " " " 43 50		
20 " " " 17.50	100 " " " 85.00		
30 " " " 26.35			

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts, at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,

Manager and Agent,

64 Nassau St., N. Y.

RAILROAD OFFICES AND AGENTS

Atlantic & Great Western Railway

D. C. Henderson, General Through Freight Agent.
H. P. Clough, Freight Agent, No. 80 West Fourth St

Little Miami & Columbus & Xenia,

P. W. Strader, General Ticket Agent, S. E. C. Front & Broadway.
A. Hamilton, Ticket Agent, s. e. c. Front & Broadway
Jno. Glazier, " " Cor. Vine and Burnett

Indianapolis & Cincinnati.

F. F. Lord, General Ticket Agent, N. W. Cor. Third & Vine, under Burnett House.

Marietta and Cincinnati

A. B. Waters, Freight and Ticket Agent, Cor. Third and Walnut

Ohio & Mississippi

W. E. Bruce, Freight and Ticket Agent, Gazette Building, 62 West Fourth Street
Elmer Jackson, Ticket Agent, No. 2 Broadway, opp. Spencer House

Little Miami & Columbus & Xenia.

J. N. Kinney, General Freight Agent, East Front St. Depot
E. Clark, Local Freight Agent, East Front St. Depot.

Cincinnati, Hamilton & Dayton,

and
Dayton & Michigan.

Amuel Stevenson, General Ticket Agent.
J. R. Reed, General Freight Agent, Sixth St. Depot
H. P. Clough, Contracting Agent, No. 60 Fourth St.

Chicago & Great Eastern Railway.

W. D. Scott, Contracting Agent, 115 Vine St., under Burnett House
H. J. Page, General Agent, Cincinnati.

Indianapolis & Cincinnati.

T. C. Spooner, General Freight Agent, 66 W. Third St
Sydney Rice, Contracting Agent,

Central Ohio & Pittsburgh, Columbus and Cincinnati.

Cleveland, Columbus & Cincinnati.

James E. Shields, General Agent, No. 77 W. Third St.
T. J. Gettier, Freight Agent, No. 4 Merchants' Exchange.

Cleveland, Col. & Cin., and Lake Shore Railroad.

N. C. Harris, Passenger Agent.

Cleveland, Col. & Cin. Lake Shore and Erie Railway

Gen. Pendleton, S. W. Freight Agt, No. 4 Merchants Exchange.

Erie Railway.

A. J. Day, S. W. Passenger Agent, No. 4 Merchants' Exchange.
G. G. Cooke, Local Passenger Agent, No. 4 Merchants Exchange.

Hannibal & St. Joseph.

J. W. Burch, General Eastern Agent, No. 2, Burnett House.

Sandusky, Dayton & Cincinnati.

No. 80 West Fourth Street.

aton & Hamilton.

Sixth St. Depot.

Greenville & Miami.

Sixth St. Depot.

Logansport, Peoria & Burlington.

New York Central.

G. B. Gibson S. W. Passenger Agent. W. H. Page, Local Passenger Agent, 8 and 9 West Third St.
Geo. S. Brecount, Contracting Agent.

Cincinnati & Indianapolis Junction Railroad.

H. P. Clough, Passenger and Freight Agent, No. 80 West Fourth St.

Pennsylvania.

H. W. Brown & Co., Contracting Agents, Broadway opp. Spencer House.

Pittsburgh, Fort Wayne and Chicago.

H. W. Brow & Co., Contracting Agents, Broadway, opp. Spencer House.

Baltimore and Ohio.

H. Heckert, Gen. Western Agent, No. 5 East Front St.

Grand Trunk Railway, Canada.

Taylor & Brothers, Agents, 45 Walnut St.

Covington and Lexington.

Depot in Covington.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.

TWO THROUGH TRAINS DAILY
TO
EASTERN CITIES!

NOV. 19, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 "	11:00 "
URBANA.....	12:45 P. M.	12:40 A. M.
GALLON.....	3:30 "	3:35 "
MANFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAV.....	6:38 "	7:55 "
HORNELLSVILLE.....	8:47 "	9:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	7:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

THE NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS.

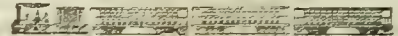
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from New York East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:32 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST M.L. from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 6:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO
ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

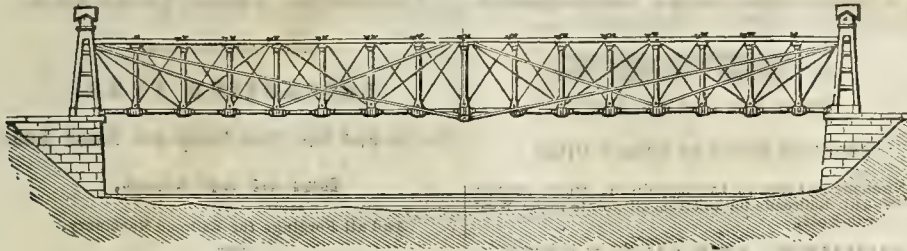
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrisburg Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnett House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS.

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

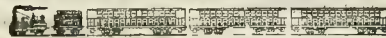
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST

RAILWAY SPRINGS.

FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIALS, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled-Railroad Car Wheel Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

or Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY* en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORP, President
W. H. L. NOBLE, General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

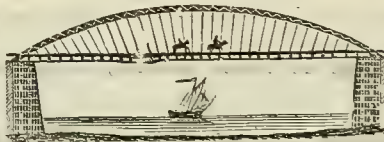
MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES. Constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

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SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.15 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI:
THURSDAY, JANUARY 17, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
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ATLANTIC AND GREAT WESTERN RAILWAY.		
	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.		
Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.		
Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.		
Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.		
Cincinnati, Cambridge City and		
Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Cincinnati, Cambridge City and		
Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.		
Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.		
Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.		
Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.		
Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

Shall the City of Cincinnati pay three Million of Dollars in Gold, for the Pleasure of Making Gas.—Fact vs. Fiction.

In our last article on this subject we quoted the petition of the Council to the Legislature which is in substance precisely this: To borrow three million of dollars to invest in Gas Works and the manufacture of Gas. What is the object? They say to get Gas cheap.—We showed that the Gas Company in conference with a Committee of Council actually accepted a proposition from the Committee to furnish Gas at \$2.50 per 1,000 cubic feet, for ten years, to go into effect immediately, and that proposition was refused. For three years, in which the controversy between the Committee and the Company has been going on, the citizens might have had gas cheaper if the Council would have agreed to any proposition whatever within reasonable limits. Have the citizens not paid already pretty dearly for the whistle? But the question is now different. It is whether the city shall increase an enormous debt (for such it will be whether two, three, or five millions), for entering upon an experiment, in which every city attempting it has failed? If the scheme is successful (which the authors of it now think probable), sooner, or later, they must face public sentiment on the merits of the question. Heretofore, it has been discussed in the spirit of brag and bravado. Why not discuss it now with facts and figures? In our last number we took the reports of the Council Committee, including that of the Volunteer Committee to Pittsburgh, and the report of the Investigating Committee in Philadelphia, documents, whose weight and fairness can hardly be denied, to show that on the very evidence submitted to the Council and the Legislature, the manufacture of Gas, by the city of Cincinnati at the cheap rate assumed, was simply impossible, and the failure of the city in the enterprise very probable. This is the very marrow of the question, for if the city can not manufacture gas very much cheaper than it can be got from a company, and has to borrow millions of dollars to get it only a little lower, there is not an intelligent business man who will not say, better let it alone. If the Cincinnati Gazette is to be relied on, this is the exact state of the case; for in its paragraph on "Gas Benevolence" it says: "Gas can be made at \$2.00 per 1,000 feet," and the wildest theorist has not put it any lower. The company of business men who proposed to take the Gas Works, for the city (after being furnished with the capital), proposed to make the average price about \$2.40. The Gas Company, as appears from the record, once offered to take the contract for ten years at \$2.50 per 1,000 feet, (the maximum difference will be 50c per 1,000 feet) and will any business man, with some knowledge of city government in Cincinnati, say that for this difference the city should incur a debt of

three millions of dollars? We do not know that there will be so great a difference; but on the face of the proceedings this is the maximum. If the city does borrow three millions of dollars in gold, and then has to advance more for extensions, and then fails, as it probably will, to secure a material reduction in the price of gas, we should like to know how the members of Council and the Legislature will meet their burdened and deceived constituents? Especially how will they meet them, when they refuse them the right to vote on the specific question of a loan?

If the people really want to speculate in gas, for the neat little sum of three million dollars, with a chance to make it five, they have a perfect right to do so, and no human being should object; but first let them say whether they do want that. No fair man will say, that a vote, by only two-thirds of the voters, on a general election day, on the abstract question to buy the Gas Works, is a vote to borrow three millions of dollars and go into any extravagance the City Council may choose. We doubt whether there is a property holder in Cincinnati (always excepting the managers of this affair) who has not been startled by a proposition to borrow three million of dollars to manufacture gas. Be that as it may, the citizens have a right to decide it for themselves.

The Cincinnati Gazette, under the head of "Gas Company's Case," has an article which is quite remarkable for not denying a single point we made. Let us take them up one by one.

1. We stated and proved that it was literally impossible to make gas as cheap in Cincinnati as in Pittsburgh. Bituminous coal is 4 cents a bushel in Pittsburgh and 12 in Cincinnati. The Pittsburgh works make more on coke at 5 cents a bushel, than at Cincinnati is made at 8 cents; and so of anything to be sold.

2. We said that Pittsburgh gave half the Stock to the Company, to get gas making off its hands; and the Gazette replies it gets the city gas free. Suppose it does. It would get it free if it made its own gas. Why did not they keep the Gas Works? If the theory of the speculators in gas and credulity is correct, the city would make more by keeping them. But this solution of Pittsburgh as a sample gas place, is a fair example of the manner in which this subject has heretofore been treated. Pittsburgh is naturally the cheapest place to make coal gas probably in the world, and thither rush a volunteer committee to inform the public how much they have been abused, and how cheap gas can be made at Cincinnati. If the people of Cincinnati rely on such information, they will be the ready victims of whoever desires to impose on their credulity.

3. We cited the facts contained in the Report of the Philadelphia Investigating Com-

mittee, to show that the city of Philadelphia, which was the example relied on to prove how good it was for a city to make gas, had utterly failed in the business. We proved from that Report that 1st, the *wastage*, under bad management, was \$150,000, in a single year; 2d, that the gas furnished the city was inferior; 3d, that the employees had been corrupted; and 4th, that the *income* from Gas Works had actually fallen from \$600,000 in a year to \$121,000.

The *Gazette* does not deny any of these facts, because they cannot be denied. What is its reply? We wish every man in Cincinnati may read it, as a sample of the great advantage they may expect to derive from investing three million of dollars in the City Gas Works. Here it is:

"But to the public this Philadelphia case furnishes proof of the benefit of city control of a business which, in the nature of things, must be a monopoly. The raising of the price of Gas to \$3, at Philadelphia, has raised a popular storm that has forced an investigation into the whole matter, and that will bring a reform in the management, and a reduction of price eventually to the old rate of \$2."

The City is a Monopoly! The monopoly fails and gets corrupt; the Gas gets bad; the people get in a storm; a committee is appointed; and the case is cured! This can be likened to nothing but the doctor who was great on fits. "I can't cure his yellow fever; but, I can throw him into fits and cure that." Sad will be the case of citizens, who see their Gas Works fail of their object; how to pay interest on their loan; and then rely on a City Council to investigate and cure the disease. But such is the logic resorted to by the would-be Gas makers to refute the solid array of facts, which come up against any such investments.

The *Gazette*, also intimates, that the Gas Company will attempt to make a *fraud* in the appraisement, because that the Company can choose *two* appraisers, the City *two*, and the *fifth* disinterested, because chosen by the others; and this puts it out of the power of the City to be its own appraiser. How is that a fraud? But if all were appointed by the City we should have some hopes, they would be honest men. Hence, we say, the City must give more than the works cost. For, we do not see how an appraisement could result in anything else—when the price of all material costs now double what it did, when the works were erected. Appraised, at any probable price, by honest men, they will cost the City dear enough—and enough to make the people who pay the debt, wish it had never been done. Here we come to another important point, why should the City buy the works just when the debt will be greatest and the payment dearest? To buy the works *now* and borrow three millions of dollars to do it, is simply to *burn the candle at both ends*.

4. But we have not done with the Philadel-

phia practical example of City management, which has been the staple argument for the purchase of the Gas Works. The *Gazette* furnishes some fiction and the Report of the City Council of Philadelphia some facts, which it will be instructive to examine. The *Gazette* says:

"And yet with all the waste and leakage and mismanagement at Philadelphia, and with coal at about double the cost at this place, the citizens have gas a dollar a thousand feet cheaper than here.

"The Cincinnati company admit that they can profitably furnish gas at \$2 50, and yet they charge \$3 50. The citizens of Philadelphia have to suffer no such confessed extortion as this. They have at least this benefit, that they can inquire into and reform abuses. Here it is admitted by the company that they are charging us one dollar a thousand extra, as a penalty because we will not contract on their terms, and give up our stipulated right to purchase."

1. The citizens of Philadelphia do not get their Gas cheaper by a dollar a thousand feet. In the Report of a Committee to the Council, dated March 19th, 1866, they say:

"The price charged private consumers in this city is \$2 85, adding the government tax of thirty cents, makes it \$3 15."

The Committee further gives the price of Gas, in eleven cities from Boston to St. Louis, as follows:

"The net price per 1,000 cubic feet charged private consumers, in the following cities, including government tax, was:

New York.....	\$3 66	Chicago.....	\$3 80
Jersey City.....	4 00	St. Louis.....	4 27
Albany.....	3 75	Baltimore.....	3 30
Buffalo.....	3 50	Washington....	4 10
Cincinnati.....	3 33	Boston.....	3 25
Louisville.....	3 33		

which makes the average price paid by private consumers in the above cities \$3 66 per 1,000 cubic feet."

The price of Gas in Cincinnati is made up in the following manner:

Price of Gas per 1,000 feet.....	\$3 25
Government Tax (old rate)	25
	<hr/> \$3 50
Deduct 5 per cent. for prompt payment.	17
	<hr/> \$3 33
Actual price of Gas in Cincinnati.....	\$3 33
Philadelphia.....	<hr/> \$3 15

2. The Gas Company never charged a dollar extra as a *penalty*. The difference was 83 cents, and that was imposed on the citizens of Cincinnati, by the rejection of any terms, by the Council; the Company being thus deprived of any power of economizing, by making provision for the future.

But we are not settling a dispute between the Gas Company and the *Gazette*; but presenting facts, by which the intelligent citizens of Cincinnati can judge whether their confidence is abused and their property likely to be squandered in reckless schemes and unnecessary burdens. Let us present two or three more facts.

In the Report to the Council of Philadelphia in March, 1866, they present these facts:

"1. The total cost to manufacture 732,025 000 cubic feet of gas, being amount delivered to private and public consumers, to provide for the several sinking funds, pay interest on loans, and keeping the works in the necessary repair, was \$2,042,161 25, making the cost of each 1,000 cubic feet of gas \$2 79.

"The amount received from private consumers for each 1,000 cubic feet of gas (less the 5 per cent, allowed for prompt payment), was \$2 85. Showing a profit to the trust on private consumption of six cents per 1,000 cubic feet."

These are some astounding facts for the would-be Gas makers. They talk about getting Gas at \$2 per 1,000 feet and complain of \$2 50 as an enormity, and here is positive proof that every foot of Gas furnished to private consumers in Philadelphia cost \$2 79 for one thousand feet. These consumers in paying \$2 85 nett (and government tax) apparently make a trifling gain for the city; but, now look at another point, the cost of the Public Lamps. These Lamps were furnished by the Gas Trustees at a fixed price per lamp, paid by the city to the Trust. How stands that account? Here is the official statement:

January, 1865—cost.....	\$572,893
" 1866—cost.....	517,570
Loss, 1865.....	191,650
Loss, 1866.....	186,405

Thus, while the Gas Trust was a little more than even with the private consumers, their loss on the City Lamps was nearly \$200,000 a year. The City Council then have no alternative but to largely raise the price of Gas to the Public Lamps, or run the Gas Works enormously in debt. Comment upon facts like these seem to be totally unnecessary, but one cannot help admiring the financial audacity and reckless courage, which asks the city of Cincinnati to advance three millions of dollars to try an experiment which has been tried by others, with such signal failures!

Let us look at one other fact relative to the supply of the public lamps. What is the contract under which they are now and have been supplied, and what is the city paying for gas? The contract that terminated July 1st, 1866, was for \$28 per lamp per annum, to be lighted from dusk till daylight, moon or no moon, or 3,700 hours per year, which, at four feet per hour, is 14,800 feet consumed by each lamp in the course of the year. This included the service of lighting and extinguishing, of cleaning, repairing and all other expenses attending the use of the public lamps, and was done at a cost of not less than \$5 each, reducing the nett sum received by the Company for gas to \$23, which is a fraction over \$1.55 per 1,000 feet. On the termination of this contract in July, the old contract of 1841 was revived, which provides that the public lamps shall be supplied with gas at *two-thirds* the average price of gas to private consumers in the cities of New York, Baltimore, Pittsburgh, Louisville, and New Orleans. This

two-thirds average price is \$2.05 per 1,000 feet, the price at present charged the city for gas for the public lamps.

Now what is the comparison between this and the experience of Philadelphia? The lamps of that city are lighted by the moon, and burn about 2,200 hours each, and for which the city warrants are drawn at \$48 each, while the cost to the Gas Works is shown to be \$69.73 per annum. The Philadelphia report says:

"The number of Public Lamps, January 1, 1866, was 7,422, while the number furnished with Gas from the City Works was 6,981, consuming 166,085,951 cubic feet.

166,085,951 cubic feet of Gas at \$2.79.....	\$463,379 80
Gas purchased from Northern Liberties' Works.....	20,531 60
Ordinary Repairs, Lamp Lighters' Wages, Glass, &c.....	33,658 65

7,422 Lamps, cost to furnish with Gas, &c..... \$517,570 05
Or, sixty-nine and 73-100 dollars for each Lamp."

With this exhibit of the economy of the public ownership of Gas Works, we should like the tax payers to calculate how much they will make by the operation, and how long it will take to redeem the Three Millions of bonds out of the profits arising from the sale of gas, or by a sinking fund formed of the savings in cost from lighting the public lamps?

LOUISVILLE AND NASHVILLE RAILROAD.—At a recent meeting of the Directors of this road in Louisville, on Monday, a dividend of 4 per cent. was declared, from the 1st of July to the 1st of January, payable on the 1st of February next.

The Board also ordered the President to execute the contract of the Louisville & Nashville Railroad with the Louisville & Frankfort Railroad, for buying \$500,000 worth of bonds, for the purpose of building the branch road connecting Louisville with Cincinnati. This contract stipulates that the Louisville & Frankfort Railroad shall not discriminate against this city in its freight and passenger tariff.

A further subscription of \$300,000 was authorized in the stock of the Ohio Bridge Company, having for its object the construction of a bridge connecting Louisville with the northern side of the Ohio, at what particular point is not yet determined. This subscription is to be paid in monthly installments of 5 per cent. on the amount subscribed.

The Grand Trunk Railway Company of Canada have contracted with Mr. Hodges for a supply of peat for four years, one hundred tons per day for the first year, and three hundred tons per day for the remaining three years.

GREEN BAY & LAKE PEPIN RAILWAY.—The Citizens of Green Bay are advocating the construction of a railroad from Wabashaw, Minnesota, to Green Bay. A charter has been obtained, and public meetings are being held to give the enterprise a start.

Financial Condition and Agricultural Production of Ohio.

Among the interesting documents which are annually given to the public, on the condition of the State and Nation, there is scarcely any so full and satisfactory as that of the Auditor of the State of Ohio. It exhibits a very full view of the debts, taxes, and agricultural production of the State. It is particularly pleasing, in reading this report to find, that notwithstanding four years of severe war; notwithstanding the enormous taxes of the National Government; and notwithstanding the heavy taxes laid by the State for Schools, cities, counties, &c., &c., yet, the State has been able to reduce her debt and taxes, and to show an integrity and resources which are almost without a parallel. In view of these facts, the Auditor (Col. GOMAN) well says, in his present report:

"The finances of the State were never in as favorable a condition as at the present time; and her credit in the market is not surpassed by that of any other State or Government in the world. With such modifications of her revenue and tax laws, and such measures of economy and encouragement to capital and enterprise, as are suggested in this report, and a steady adherence to just principles, an uninterrupted career of prosperity awaits her."

Without going into details, we shall take such general facts, from the report for 1866, as will interest all readers.

1. PUBLIC DEBT OF OHIO.

On the 15th of Nov., 1865, the funded debt of the State was..... \$12,912,014 45
On the 15th of Nov., 1866, it was..... 11,814,768 14

Decrease during the year. \$1,097,246 31

The Fund Commissioners have on deposit in New York, to pay holders who have been notified to present their bonds for payment, the sum of..... \$29,000 00

With the balance of Sinking Fund on hand, and December collections on the duplicate of this year, there will be paid on the principal of the debt, on the first of January next, in addition to the \$29,000, the sum of..... 444,022 25

Making..... 473,022 25
Which deducted from the..... 11,814,768 14

Leaves..... \$11,341,745 89
to be provided for with its accruing interest, in the future.

The Auditor says, that in the ensuing four years, to and inclusive of 1870, \$2,844,376 of the public debt will become due, which may be paid off with the existing rate of taxation. In 1870, therefore, the debt of Ohio will be reduced to \$8,497,369. The debt of Ohio, in 1860, just before the war, amounted in round numbers to sixteen millions. It is now reduced to eleven millions, and in 1870 will be but eight millions. Thus five millions of the debt has been paid in six years, four of which were in a period of war; and eight millions will have been paid in ten years; during which, in addition to all ordinary taxes, heavy and unprecedented taxation has been levied, for the purposes of war and the support of the National Government. Perhaps no other example of such financial success can be found.

2. PROPERTY OF THE STATE.

The Auditor furnishes a table of the assessed value of property in this State for several years, which will give a view of the whole matter.

VALUATION.	Number of acres of land.....	1861.	1862.	1863.	1864.	1865.	1866.
Value of lands.....	25,391,275	\$494,064,689	\$494,101,162	\$495,390,996	\$498,221,589	\$498,593,902	\$498,771,034
Value of Town and City Lots.....		149,818,918	151,568,898	154,100,356	157,576,511	161,965,017	164,870,208
Value of Chapel property.....		248,906,382	243,615,912	280,871,222	351,108,016	409,047,876	442,561,379
Total taxable valuation.....		\$992,890,064	\$989,285,992	\$1,036,371,944	\$1,006,696,116	\$1,069,603,853	\$1,106,208,921

It is very obvious, that the assessment of 1866 is totally erroneous; because it makes no allowance whatever for the increase of prices since the war began. The reason of this is, that a re-assessment is only made once in four years, so that the assessed value of lands have remained the same, and the only addition to the aggregate value of real property is that of "new structures," put on by County Auditors. Comparing 1861 with 1866, we have this result:

	1861.	1866.
Whole value of lands.....	\$643,883 552	\$653,647,542
Personal Property.....	\$248,906,532	\$442,561,379

We see here, that while the whole assessed value of real estate has increased in the last five years but \$10,000,000; the assessed value of personal property is increased \$193,594,847. The increase of personal property is not too much, but the increase of real estate should have been two hundred millions greater.

The valuation of property in some of the richest counties, are as follows:

Hamilton County.....	\$146,628,088
Cuyahoga ".....	44,767,579
Franklin ".....	33,967,175
Montgomery ".....	22,619,960
Butler ".....	23,240,677
Muskingum ".....	20,177,908
Licking ".....	19,504,836
Ross ".....	18,592,233
Greene ".....	18,314,448
Warren ".....	17,229,429

There are 88 counties in the State, yet 20 of them contain more wealth than all the remainder.

3. TAXATION.

Taxes upon the valuations of 1865, collectable in 1866, were as follows:

FOR STATE PURPOSES.

General Revenue.....	\$1,067,944 15
Sinking Fund.....	961,148 79
War.....	166,794 19
Common School Fund.....	1,389,613 15
Volunteer Relief Fund.....	2,137,867 15

Total State taxes..... \$5,663,367 43

FOR COUNTIES, CITIES AND TOWNS.

County taxes.....	\$1,143,341 05
Bridge.....	651 665 10
Poor.....	513,957 06
Building.....	270,728 88
Road.....	580,140 00
County debts taxes.....	505,707 33
Township taxes.....	716,314 16
School and School-house taxes.....	2,012,564 84
Other special taxes.....	5,873,043 39
City, town and village taxes.....	2,735,107 84

Total local taxes..... \$14,882,870 25

It will be seen, that the local taxes are three-fold those of the State; but, as the people of Cincinnati or any town have the same right to tax themselves collectively, which any individual has, this evil cannot be readily remedied. It is an evil, however; and the people should, at least, be informed of the facts, and judge of the matter intelligently. The whole State tax is but $3\frac{1}{2}$ mills; while the whole taxation of Cincinnati is 20 mills! Then while the State of Ohio is only levying $3\frac{1}{2}$ mills, the city of Cincinnati is levying $16\frac{1}{2}$ mills! five times as much.

The total taxes levied for 1866 were \$16,000,000, making a decrease in the grand aggregate of four millions of dollars. This is doing well; but the grand total ought to be reduced to \$10,000,000.

The Auditor, on this subject, indulges himself (as seems to be the fashion of Executive officers now-a-days,) in some advice to the Legislature, as to the best mode of conducting their business, in relation to the reduction of taxes; but, we can pardon this, if the Legislature can, in consideration of the many interesting and useful facts contained in the Report.

4. AGRICULTURAL PRODUCTION.

This is always an interesting subject; but, unfortunately the manner of obtaining the facts, takes away from the interest. The Auditor reports in December, 1866—the crops returned by the Assessors in April, 1866. These, of course, are the crops of 1865, contained in the Auditor's Reports. By requiring the Assessors to make their returns in November, we should have the crops of the last, instead of the year preceding.

The crops of 1865, though not up to an average, are still a decided improvement on those of 1864. The totals for the State stand thus:

Wheat.....	13,934,180 bushels.
Rye.....	910,518 "
Buckwheat.....	381,985 "
Oats.....	17,586,564 "
Barley.....	2,419,900 "
Corn.....	68,053,468 "
Potatoes.....	4,827,354 "

Aggregate of Breadstuffs..... 107,414,728 "

This is in round numbers full twenty millions of bushels less than an average; but is twenty millions better than the crops of 1864. Probably the crop of 1866 will be fully equal to that of 1865, allowing for a large corn crop, and a very short wheat crop.

We close this digest of the Auditor's Report with the following Table of Railroad valuation, which those acquainted with railroads know to be very inaccurate and very inequitable; but is of a piece with many other things done by public officers.

RAILROAD VALUATIONS FOR 1866.

Valuations of Railroad Property as returned by the Local Boards, with Additions, Deductions, and Total Values, as fixed by the State Board of Equalization for 1866, to-wit:

No	Name of Railroad Company.	Value returned.	Net income of 1865.	Additions.	Deductions.	Value fixed by Board.
1	Columbus & Xenia.....	\$946,146 00	\$248,046 05	\$264,921	.....	\$1,211,067 00
2	Bellefontaine.....	1,415,708 00	153,473 16	.....	\$23,407	1,132,101 00
3	Cleveland, Zanesville & Cincinnati.....	399,548 00	.....	.....	.....	399,548 00
4	Michigan Southern & Northern Indiana.....	835,803 00	.....	.....	.....	837,923 00
5	Toledo, Wabash & Western.....	524,551 44	.....	.....	.....	524,551 44
6	Sandusky, Mansfield & Newark.....	1,037,980 00	.....	.....	.....	1,037,980 00
7	Marietta & Cincinnati.....	1,809,467 50	469,723 00	.....	.....	1,809,467 50
8	Cleveland, Columbus & Cincinnati.....	4,408,167 00	663,305 59	.....	.....	4,408,167 00
9	Cleveland, Painesville & Ashtabula.....	2,437,819 00	.....	.....	.....	2,437,819 00
10	Cleveland & Mahoning.....	1,726,142 00	248,729 11	.....	.....	1,726,142 00
11	Cleveland & Pittsburg.....	3,429,946 00	545,227 53	.....	.....	3,429,946 00
12	Cleveland & Toledo.....	3,107,856 00	955,655 22	621,571	.....	3,729,428 00
13	Cleveland, Columbus, Cincinnati & Springfield.....	312,167 00	.....	.....	.....	312,167 00
14	Springfield & Columbus.....	24,000 00	.....	.....	.....	24,000 00
15	Ohio & Mississippi.....	529,485 00	.....	.....	.....	529,485 00
16	Little Miami.....	2,518,994 00	496,092 11	.....	.....	2,518,994 00
17	Stuebenville & Indiana.....	1,665,580 00	.....	.....	.....	1,665,580 00
18	Dayton and Michigan.....	1,428,493 00	257,664 53	.....	.....	1,428,493 00
19	Atlantic & Great Western.....	4,796,215 00	919,931 95	.....	.....	4,796,215 00
20	Sandusky & Cincinnati.....	1,032,760 00	110,330 13	.....	196,228	836,532 00
21	Cincinnati, Hamilton & Dayton.....	2,345,504 00	422,663 47	.....	199,368	2,146,136 00
22	Central Ohio.....	1,541,000 00	.....	.....	.....	1,541,000 00
23	Fremont & Leaville.....	46,689 00	.....	.....	.....	46,689 00
24	Columbus & Indianapolis.....	1,209,015 00	.....	.....	.....	1,209,015 00
25	New Lisbon.....	62,400 00	.....	.....	.....	62,400 00
26	Cincinnati & Indianapolis Junction.....	101,010 00	.....	.....	.....	101,010 00
27	Cincinnati & Indianapolis, and Indianapolis & Cincinnati.....	761,890 00	.....	.....	.....	761,890 00
28	Cincinnati, Richmond & Chicago.....	507,816 00	.....	.....	.....	507,816 00
29	Dayton & Western.....	350,000 00	.....	.....	.....	350,000 00
30	Dayton & Union.....	263,100 00	.....	.....	.....	263,100 00
31	Pittsburg, Ft. Wayne & Chicago.....	6,247,669 00	.....	.....	.....	6,247,669 00
32	Cincinnati & Zanesville.....	800,000 00	.....	.....	.....	800,000 00
33	Iron.....	69,100 00	.....	.....	.....	69,100 00
	Totals.....	\$48,816,57 84	\$5,510,661 87	\$86,492	\$679,003	\$49,024,039 94

The State Board could not obtain the net incomes of all the roads, and therefore could not, with certainty determine relative values. A single year income is often fallacious. As far as incomes were ascertained, the Bellefontaine, Sandusky & Cincinnati and Mahoning Companies are taxed higher than others. But the Board had not the means of judging with sufficient certainty, to make further changes of local valuations than those stated above.

"Lo! the Poor Indian."

"We have no pride of race that prompts us to say that the Anglo-Saxons in America have not been guilty of all the wrongs against the aborigines that the Devil could suggest. From the time of Pizzarro and Cortez to that of the Puritans of New England, the Chevaliers of Virginia, the Huguenots of Georgia, and the what-nots of everywhere else, down to this present year of grace, there has been one continued stream of rascality and wrath poured out upon "the poor Indian."—*Cincinnati Times*.

Those who have been on the frontier, and those who, with hearts as full of benevolence and good-will to the Indian, as an "egg is full of meat," have suffered from the depredations by theft, arson and murder of their friends, will be fully prepared to appreciate the above. If such a thing were possible, it would be well for the spirits of the *ninety officers and soldiers* whose blood is still reeking on the Western plains, to come and assist our tender-hearted cotemporary to bewail the hard fate of the "poor Indian," and may we not also invoke to join the chorus, the spirits of the thousand and one, who have been recently murdered, like the case of H. EHRENBURG, cited in our last week's issue. These are murders committed for what? Not to drive away an oppressor! No such noble motive ever instigated the act; the great motive power, is, in ninety-nine cases out of an hundred, precisely the same as that which led Francisco to ask of *Cachise*, the Apache Chief, a band of one hundred warriors, to lay in ambush to murder WILLIAM WRIGHTSON, and GILBERT L. HOPKINS, viz.: they had "*mighty good animals*." This plan was laid one week beforehand, and executed with a vindictiveness and brutality that could not spare the *corse* when life was extinct. And poor EHRENBURG, who never hurt a worm or wronged a human being, with heart as big, and as aspiring for the general good of the whole human family, as ever filled the breast of man, was killed for his *horse*. Not many weeks ago, GEO. W. LEHR, Indian Superintendent of Arizona, after distributing the government bounties, was killed by the Apaches and his heart cut out and his companion's head cut off, for the purpose of obtaining their horses. Such acts as these, it may be claimed, are the pure instincts of a "high born nature," the result of untrammelled and "untutored" greatness, that leads them, like the wolf, whose instincts they most resemble, in packs to follow their prey; till in an unguarded moment, they fall on him to his destruction. It is a notorious fact, well substantiated by government reports, that Indians are *always* peaceful, and have a high regard for their white brethren just before the

government distributions, and that they are invariably beligerent immediately after.

The world should be made a wilderness,—progress should cease, and humanity retrograde to barbarism, or if necessary, to *baboonism*, so that the "poor Indian" could have sufficient room to roam in search of plunder. Congress should turn the entire revenue of the government into a bounty fund, to compensate the "poor Indian" for murdering their citizens, and undertaking to stem the tide of civilization and progress, and to support them in idleness and debauchery. Progress, however, will soon wink at the fleeing shadow of the red race, and, he will be known only by tradition and the history of his barbarity. Half a dozen RAILROADS TO THE PACIFIC will soon traverse the continent, and the snort of the iron horse will fright him to the hunting ground beyond the setting sun, and one hundred millions of our own Americo-Anglo-Saxon race occupy the valley of the Mississippi, and the slopes and gulches of the Sierras.

Financial Condition and Internal Improvements of New York.

We have before us the Message of the Governor and the Report of the Comptroller of the State of New York. From these, we make the following digest of the principal facts in relation to the Financial and Internal Improvements of New York:

STATE DEBT.

The aggregate debt of the State on the 30th of September, 1865 and 1866, was as follows:

	1865.	1866.
General Fund Debt.....	\$6,050,954 37	\$5,642,622 22
Contingent	234,000 00	218,000 00
Canal.....	19,597,395 49	18,248,460 00
County.....	23,989,000 00	27,644,000 00
Total.....	\$49,861,349 86	\$51,753,082 22

The large increase of debt during the year 1865 was the result of the legislation of that year, in support of the measures of the General Government to reenforce its armies and carry on the war.

In addition to this statement the Governor says that the debt of State, Counties and Cities, amounts to at least \$100,000,000.

TAXATION.

The following statement of the taxes required for the fiscal year commencing October 1, 1867, is submitted with the remark that it includes only the rates necessary for objects recognized by existing laws. Should extraordinary appropriations be made, the tax for the General Fund will have to be proportionally increased:

For General Fund 1.14 mills	For Canals..... 1/2 mills
For Schools..... 1/2 mills	Bounty loans..... 3 mills

This makes 5 1/2 mills, of which more than half is levied for the Bounty Loan.

CANAL LOAN.—CANALS AND INTERNAL IMPROVEMENTS.

The following is a statement of the canal fund for the fiscal year ending 30th September, 1866:

RECEIPTS AND PAYMENTS.

Balance in the treasury and invested Oct. 1, 1865:	\$3,922,980 14
Received during the year.....	6,704,292 89
	\$10,627,273 03
Payments.....	5,742,638 81

Leaving a balance, Sept. 30, 1866, of..... \$4,884,634 12

REVENUES DURING THE FISCAL YEAR.

From tolls.....	\$1,244,931 17
Rent of surplus water.....	4,293 75
Interest on current canal revenues.....	38,249 73
Miscellaneous receipts.....	18,271 47
	\$4,309,746 12

EXPENSES.

To Canal Commissioners for repairs.....	\$255,265 20
To contractors for repairs.....	685,446 80
To Superintendents for repairs.....	292,811 89
To Collectors for salaries, clerk hire, pay of inspectors and expenses of Collectors' offices.....	74,584 30
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments.....	64,428 33
For overdraft on account of Champlain Canal locks, per act, chap. 543, Laws of 1866.....	62,453 21
	\$1,434,989 73

Surplus revenues..... \$2,874,756 39 which have been transferred to the Sinking Fund, as follows:

Under Art. 7, Sec. 1, of the Constitution.....	\$1,700,000 00
Under Art. 7, Sec. 2, of the Constitution.....	350,000 00
Under Art. 7, Sec. 3, of the Constitution.....	824,756 39
	\$2,874,756 39

STATEMENT OF THE CANAL DEBT, PAYING INTEREST ON THE 30TH OF SEPTEMBER, 1866.

	Principal	Annual Interest
Under Art. 7, Sec. 1, of the Constitution.....	\$4,899,600 00	\$244,980 00
Under Art. 7, Sec. 3, of the Constitution.....	11,567,000 00	683,350 00
Under Art. 7, Sec. 12, of the Constitution.....	1,700,000 00	162,000 00
Total.....	\$18,166,600 00	\$1,035,330 00

The canal stock debt has been reduced during the year \$1,257,985 49, by reimbursements of matured stocks, and by purchase and cancellation of stocks matured. The balance now in the canal debt sinking fund, amounting to \$2,563,623, pledged to the payment of the principal of the debt, when applied, will reduce that principal to \$15,602,976. If we may assume the canal stock liabilities beyond the means in the treasury to meet them, to stand at these figures, we shall, in six years since 1860, have reduced those liabilities \$11,604,344 71.

IMPROVEMENTS OF CANAL.

The pressure on the New York Canals, which is the cheapest line of transportation East, is very great; and hence, the Canals must be enlarged, or they will not be able to transact the business. On this subject Gov. Fenton says:

This leads to the inquiry, what we can do to satisfy the claims and meet the expectations of our neighbors, and at the same time avoid a diversion of the great carrying trade from our public thoroughfares which have been established at so much expense and with so much pride by the State. We can construct an enlarged tier of locks on the line of the Erie and Oswego canals, from tide water to lakes Ontario and Erie, which will admit the passage of vessels propelled by steam of 500 or 600 tons burden. It may be admitted that this is the probable extent of our ability, using the present lines of our public works. These vessels would carry threefold the tonnage of our present 200-ton canal boats, and make the round trip in half the time. In these days of rapid enterprise

and progress, there is scarcely a question that steam will ere long either displace or travel around other motive power, over a country so important to the commerce and comfort of the world, as the surface of land in New York, reaching from the Hudson to the lakes. With vessels of the tonnage and description I have mentioned, propelled by steam, competent engineers have estimated that the capacity of the canals will be increased to over 11,000,000 tons, and the cost of transportation reduced 50 per cent. From an examination of their surveys and the estimates made in 1863-4, I cannot place the cost at more than \$10,000,000.

I have discussed this subject, as will be seen, upon the theory that the plan of enlargement embraced in the Engineer's Report of 1863 and 1864, which included the Oswego and Erie canals, would be accepted; preferring rather to present the question as involving the largest expenditure deemed necessary by any competent authority. I am informed, however, by the present able State Engineer, and feel satisfied from this and other sources of information, that a suitable enlargement, with single locks of capacity for boats of 500 tons burden, plain but substantial work, can be effected at a cost not exceeding \$6,000,000.

There is, however, no authority under the Constitution to contract a further debt for an object of this character. It is presumed that the Legislature will provide for the meeting of a convention early in the present year to revise the Constitution, and this body will have power to modify the present financial article so as to permit a debt to be created to cover the cost of this improvement, if it shall be deemed meritorious and deserving public patronage and support. It is, unquestionably, the policy of the State to foster and expand, to meet every need its system of improvements, which has contributed so largely to our public revenues and to our agricultural and commercial prosperity. We are not called upon to refer to the principles of mere comity to determine how much we should do to meet the demands of trade, which our geographical position imposes.—No portion of our country can ask of us reasonable facilities which it is not even more our interest to grant. In this spirit, and with these views of duty as well as policy, the representatives of the people in the Legislature, and in the Convention, will doubtless meet, discuss and act upon this important question.

It is probable this great work will be done; and if it can be completed for \$10,000,000, it certainly ought to be done.

LEAVENWORTH & GALVESTON RAILROAD.—The recent difficulties in reference to the management of this important project having been harmoniously adjusted, we understand that work will be at once commenced, and energetically prosecuted. Advertisements for ties are issued, and specifications are almost ready for the large bridge across the Wakarusa river, South of Lawrence. Grading will begin immediately, and it is believed that the heavy cut through the Santa Fe ridge will be excavated by the opening of spring.

The track of the railroad between Jackson (Miss.) and Clinton, is in course of repair by chain gangs from the State Penitentiary, under the supervision of one of the lessees.—They are returned to their cells at night.

Boston and Lowell Railroad.

This is one of the oldest and best roads of the country. The report shows that the receipts for the fiscal years ending September 30, 1865 and 1866, were as follows:

	1865	1866
From passengers.....	\$355,024 48	\$393,318 39
" freight.....	381,971 83	567,070 91
" mails.....	6,263 42	5,630 59
" expresses.....	9,345 19	13,002 19
Totals.....	\$752,605 63	\$979,022 08

Expenses, viz:

Repairs of road.....	\$115,567 74	\$111,986 15
" equipment.....	84,938 77	131,417 88
" bridges.....	5,332 58	24,482 49
" houses		
" gates, etc.	32,807 83	46,587 09
" depots.....	9,256 87	11,997 64
Merchandise expenses.....	51,345 43	66,812 75
Fuel.....	83,335 30	97,153 86
Wages.....	71,750 23	81,436 57
Taxes and insurance.....	35,706 37	52,339 43
Rents to all other roads.....	42,798 17	43,597 30
Oil and waste.....	12,083 20	14,350 85
All other expenses.....	33,451 19	53,381 02

\$580,373 68 \$735,493 03

Net receipts.....\$172,231 95 \$243,529 05

The income of this company from all sources during the years named has been as follows:

	1865.	1866.
Receipts as above.....	\$752,605 63	\$979,022 08
Rents.....	1,166 29	1,141 29
Premium on bonds	768 50	.....
Trustees of sinking fund.....	9,734 82	16,145 31
	\$764,875 24	\$996,308 68
Expenses, as above.....	\$580,373 68	\$735,493 03
Interest.....	11,072 76	42,995 00
Dividends.....	105,947 36	146,400 00
Stockholders' local taxes.....	16,320 11	21,066 96
Carried to reserve fund.....	20,561 33	50,353 69
	\$764,275 24	\$996,308 68

The Reserve Fund Account at the commencement and close of each year was as follows:

	1865.	1866.
Balance from previous year.....	\$482,920 80	\$503,482 13
Transportation acct.	172,231 95	244,248 92
Rents account.....	1,166 29	1,141 29
Bond account.....	768 50	.....
Accumulation of sinking fund.....	9,734 82	16,145 31
	\$666,822 36	\$765,017 65
Less divd. and inst.	\$163 340 23	\$211,181 83

Reserve Sept. 30t \$503,482 13 \$553,835 82

The sinking fund for the redemption of the bonds of the company, which will be payable in 1873, amounts to \$250,127 13. This fund has been increased during the past year by cash payments to the Trustee \$18,300, and by its own accumulation \$16,145 31. Two dividends, of four per cent. each were declared during the year, one payable in January, and

the other in July, 1866, amounting free of tax, to the sum of \$146,000.

By reference to the annexed statement it will be seen that the whole cost of the construction and equipment of the road, including cost of other assets held by the company, is \$3,099,132 87; being \$553,835 82 more than the sum of the capital stock and debts of the corporation, as therein stated.

In addition to the dividends above noted, another dividend of four per cent. and taxes, was declared, payable January 1, 1867, to stockholders of record on the 6th of December. Also, a dividend of 20 per cent. payable in stock or in money at the option of the company to stockholders of record on the 5th ultimo; in settlement of which the Treasurer has been directed to call in the outstanding certificates of shares, and to issue to the holders thereof new certificates, with the following indorsement, signed by him:

"There will be due and payable on the first day of October, 1873, to the then holders of these shares, twenty per cent. on the par value thereof, payable either in the stock of the company or at par or in money at the option of the Corporation, on the surrender of this certificate by the holder thereof, at the office of the Treasurer; and, until said first day of October, interest from January 1, 1867, at the rate of three per cent. per annum on said twenty per cent. dividend will be payable on the first day of January, annually, at the office of the Treasurer, to the stockholders of such shares as recorded on the fifteenth day of December previous."

The condition of the company at the close of each year was as follows:

Assets:	1865.	1866.
Cost of road.....	\$2,446,494 54	\$2,456,140 73
Cost of equipmt	192,638 25	192,638 25
Notes receivable	154 38	154 38
Trustees of sinking fund.....	215,681 82	250,127 13
East Cambridge Flats.....	6,796 33	6,796 33
Fuel, materials on hand, etc.	133,161 13	171,786 59
Cash.....	23 673 59	21,489 46
	\$3,020,600 04	\$3,099,132 87
Liabilities:		
Capital stock.....	\$1,830,000 00	\$1,830,000 00
Bonds due 1873	440,000 00	440 000 00
" 1879	200,000 00	200,000 00
Unclaimed dividends.....	9,330 41	3,109 55
Notes payable.....	35,000 00	70,000 00
Balances of accounts.....	2,187 50	2,187 50
Reserve acc'ts.	503,482 13	553,835 82
	\$3,020,600 04	\$3,099,132 87

President—F. B. Crowningshield.

Directors—F. B. Crowningshield, George W. Lyman, J. G. Abbott, William Minot, Jr., and Hocom Hosford.

Treasurer.—J. Thos. Stevenson.

Superintendent—J. B. Winslow,

The General Land Office has just prepared a patent in favor of the Central Pacific Railroad Company, containing over 42 000 acres, being the tracts approved by the Secretary of Interior as insuring to said company under the act of Congress of 1862 and 1864.

Law of Insurance.—Election to Rebuild.

The case of Morrell vs. The Irving Fire Insurance Company, lately decided by the Court of Appeals of this State, involves the discussion of an interesting question of insurance law.

The facts are fully stated in the opinion of the court which was written by

DAVIES, J.—This action was brought to recover the amount of a policy issued by defendants upon certain promises of the plaintiff, whereby the defendants insured him against loss or damage by fire to the extent of \$3,000. The building insured was destroyed by fire in January, 1857.

At the time of the fire the plaintiff had another policy of insurance for \$2,000 upon the same building, issued by the Excelsior Fire Insurance Company.

Each policy contained the usual clauses limiting the liability of the insurer "to such ratable proportions of the loss or damage happening to the subject insured as the amount insured by this company shall bear to the whole amount insured thereon," and making it optional with the company to rebuild or to repair the building within a reasonable time, giving notice of their intention to do so within 20 days after having received the preliminary proofs of loss, &c.—The two companies, on the happening of the loss, united in a notice to the plaintiff stating "that we are prepared to rebuild the said building, and you are requested to furnish us with the plans and specifications of the same."

In pursuance of this notice, the companies proceeded to erect and repair the building; in accordance with the plans and specifications furnished, and claimed to have the same completed in conformity therewith. The plaintiff insisted that the building was not thus completed, and on the 4th of November, 1857, he commenced this action upon the said policy of insurance, and claimed to recover the full amount thereof. On the trial the plaintiff had a verdict for the full amount of the policy and the interest thereon; and judgment thereon was affirmed at the General Term of the Supreme Court. On appeal to this court, the judgment was reversed and a new trial ordered. This court held that the election to rebuild formed a new contract or agreement to build, according to the plans, and that such contract could be enforced as a building contract, without reference to the amount named in the policy, and that, if the insurer has not replaced the article or rebuilt the building in the manner agreed upon, the insured will be entitled to recover the damages which he has sustained by a breach of the contract or agreement, as in other cases of the breach by the builder of his agreement to build; that the action on this agreement to rebuild, could properly have been against both companies; that where they jointly elected to rebuild, they jointly agreed to rebuild, and were jointly liable in an action for a breach of the agreement. This court also held, that the plaintiff might, at his election, treat the contract to rebuild as that of each insurer, and for a breach of the building agreement, maintain his action against either company, and recover full damages; that if the party undertaking to rebuild should fail to perform the contract, and the insured should recover and collect damages for the breach of the agreement, such party could recover of the other insurer a rateable proportion of the loss. Such insurer would, by the payment of the damages received by the insured, have satisfied the

demand for the loss; the insured would have been fully indemnified; and the insurer, who paid nothing and did nothing would be liable for contribution.

In his charge to the jury, the learned judge who tried the action correctly stated the rule as established by this court to be, that the jury were to ascertain the difference in value between the building as it existed on the day it was destroyed by fire and the building which the insurance company furnished and delivered over to the plaintiff after this notice, and that such amount would be the damages which the plaintiff is entitled to recover.— And the court further charged, that the plaintiff is entitled to interest from the time possession of the new building was delivered over to him. No exception was taken to the charge, or any part thereof.

The counsel for the defendants requested the court to charge the jury that the Excelsior Fire Insurance Company, at the time of the fire, had a policy of insurance upon the building destroyed for \$2,400, and the defendants a policy for \$3,000, and by the fifth sub-division annexed to defendants' policy the defendants can be made liable only for three-fifths of the amount of plaintiff's damages. The court declined so to charge, and the defendants' counsel excepted.

The counsel for defendants also requested the judge to charge that it was the duty of the jury to ascertain the whole amount of the plaintiff's damages, and after having done so, to render a verdict for three-fifths of that amount. The court declined so to charge, and the defendants' counsel excepted.

For the reasons already suggested, the requests to charge were properly refused. The defendants were liable on their contract to rebuild for the whole amount of damages sustained by the plaintiff by reason of the non performance of their contract. They were entitled to no deduction from that sum, because another party was also liable to pay a portion of it. That other party was liable to contribute its share or portion, as this court held on the former argument, and it also held that these defendants were primarily liable to pay the whole amount of damage.— The proof offered of the policy of the Excelsior Fire Insurance Company having been excluded, and properly so, there was no foundation for these requests to charge. The jury, under the charge of the court, found the whole amount of the damage sustained by the plaintiff, by reason of the breach of agreement to rebuild, at the sum of \$2,300 and the interest thereon, for which sum judgment was perfected.

The remaining question to be considered is, whether the order of the General Term, affirming that of the Special Term, refusing leave to the defendants to put in a supplemental answer, is reviewable in this court.— It is claimed that it is under the last clause of sub-division first of section eleven of the code, which declares that upon the appeal from the judgment in the action, the court shall have power to review any intermediate order involving the merits and necessarily affecting the judgment.

If the order were reviewable in this court, I should not concur with the Supreme Court in its refusal to permit the defendants to file a supplemental answer, setting up what clearly they had a right to do, namely the extinguishment and payment of two-fifths of the plaintiff's claim. If the defendants had based their application on this ground, I think it should have been granted. But the discussion of this question is now of no practical

moment, as the General Term of the Supreme Court have given to the defendants all the benefit they could legally have derived if they had filed their supplemental answer, and had given the evidence offered by them, by confining the recovery of the plaintiff in the action to the remaining three-fifths of his claim. In relation to this, there is no pretense that it has ever been paid or extinguished except by the ground assumed, that the recovery of the judgment by this plaintiff against the Excelsior Company extinguished also his claim against these defendants for the remaining three-fifths. That proposition cannot be maintained; and the results, which will be attained are such as equitably attached to each of these companies. These present defendants were liable to pay and contribute three-fifths of the damage which the plaintiff sustained by the non performance of their contract to rebuild. In the present action the jury, under an unexceptionable charge, have found such damage to be the sum of \$2,300. We must assume this to be its extent; and the defendants being clearly bound to pay and contribute that sum, they have no just cause of complaint with the judgment, appealed from, as modified and finally adjusted by the General Term of the Supreme Court. Their legal liability is not affected by the circumstance that the other company has extinguished its liability to pay two-fifths of the damage by the payment to this plaintiff of a less sum than its proper proportion. These defendants are not called upon to pay more than their proper proportion of the damage as ascertained by the jury; and if they have any remedy, it is a call on the Excelsior Company for contribution.

The judgment appealed from should be affirmed, with costs.

Sellers' Self-Adjusting Injector.

At the general meeting of the Institution of Mechanical Engineers held at Birmingham, England, a paper was read on this improvement of Giffard's Injector, a slight abstract of which follows:—In the original Giffard's injector for the supply of water to steam boilers by a combined jet of water and steam, the area of the annular opening through which the water is supplied to the jet requires frequent adjustment by hand, by raising or depressing the conical water nozzle by means of a screwed handle, in order to obtain the maximum delivery of water with each particular pressure of steam, when frequent variation of pressure occurs; but the improved injector invented by Mr. William Sellers, of Philadelphia, is rendered self-adjusting in this respect, the water nozzle being constructed with a piston at its upper and larger extremity, which works in the external overflow chamber of the injector. By this arrangement, whenever the water supply is in excess, the superabundance escaping into the overflow chamber below the piston raises the piston, and thereby diminishes the annular water orifice; and whenever the quantity of steam in the jet is increased by the boiler pressure rising, the increased velocity of the jet carries with it some of the water from the overflow chamber, producing a partial vacuum under the piston, whereby the piston is depressed and the water orifice is enlarged to the required extent for supplying the exact proportion of water corresponding with the increased supply of steam. As there is no open overflow pipe in this injector, and the overflow chamber is entirely

closed, the combined jet entering the receiving nozzle that leads to the boiler is not impeded in its progress by drawing in any air along with it; and no overflow can take place after the injector is once started. For starting the instrument to work, a waste cock is opened just beyond the receiving nozzle, when the steam and water are first turned on; and as soon as the combined jet is established, the cock is closed by hand, and the jet then continues to pass into the boiler without intermission, so long as the supply of steam is kept up, in consequence of the self-adjusting action of the water nozzle, whatever variation may take place in the pressure. An arrangement has also been contrived at the writer's works for rendering the injector self acting in starting, so as to avoid the necessity of opening and closing the waste cock by hand in starting the instrument to work. For this purpose the waste orifice is fitted with a small valve fixed on the spindle of the foot-valve that opens into the boiler; and as soon as the foot-valve is opened by the jet becoming established, it causes the smaller valve to close the waste aperture, whereby the escape through the waste pipe is stopped. As a simple means of raising the supply water from a tank below the level of the injector, by the action of the instrument itself, the conical spindle, by which the aperture of the steam nozzle is closed, has been made hollow by Mr. Sellers, having a small hole drilled through its centre; so that when the steam valve is slightly opened for starting the injector, a small jet of steam issues at a high velocity from this hole, which is more effectual in exhausting the air from the water chamber of the instrument, and producing the vacuum necessary to raise the supply water, than the same quantity of steam would be, if it issued at a lower velocity through the larger orifice of the steam nozzle. The result of the several improvements in the injectors since their first introduction has been a remarkable increase in the delivery of water at the same pressure of steam.

THE JAMES RIVER IMPROVEMENT—We are pleased to learn that the prospect that the James River and Kanawha Canal will be taken by the French Company which has been negotiating for it for several years past, is better than it has been since the close of the war, and much better than the friends of the company have thought it to be since the negotiations were re-opened in 1865.—*Richmond Examiner.*

The *Sigourney News* reports the grading of the St. Louis & Cedar Rapids Railroad as progressing finely. The first five miles south of that place will be completed by Christmas, and the section between the State line and Bloomfield will be ready by the new year.

The Colt Patent Fire-arms Manufacturing Company at Hartford, have received an order from the Russian Government for 100,000 of the Laidley breech-loading gun.

During the past year the City of Philadelphia has purchased and cancelled the following loans: Plain 5 per cent. loan, \$59,750 35; Plain 6 per cent., \$441,113 35; Pennsylvania Railroad, \$315,600; North Pennsylvania Railroad, \$144,800; Hempfield Railroad, \$47,900; making a total of \$1,060,163 70.

MONETARY AND COMMERCIAL.

Since our last issue there has been no change of note in the aspect and condition of the market. Money continues very scarce, more so perhaps than at any time we have known, without a panic. More paper is offering than the regular houses can discount, and first-class names, on the street, would not command money at better than 15 to 18 per cent. Deposits have of course been drawn down to their lowest limit. The port trade has absorbed thus far about \$6,000,000 of currency, but some of this will soon begin to return to its accustomed channels.

The extreme cold weather has almost entirely suspended navigation, and trade, in consequence, is dull. Orders from the South are here to a large extent for provisions, which cannot be filled till navigation is resumed. Exchange is not offered freely, but is in excess of demand, it is therefore decidedly heavy. We quote the rates:

	Buying.	Selling.
New York.....	1-10 dis.	par.
Philadelphia.....	1-10 dis.	par.
Boston.....	1-10 d. a.	par.
Gold.....	135	136
Silver.....	126@128	129@130

Gold which closed yesterday at 135½, opened at 135½ and advanced to 137, and then suddenly fell back, closing at 135½, and may be considered as in a state of chronic uncertainty, affected by every rumor of Governmental or Congressional action.

Governments advanced in sympathy with gold, and closed firm, especially on 5-20's, 4th series.

Railways are weak with a downward tendency, the whole list being off from 1 to 3 per cent.

We make the following quotations for Governments:

	Buying.	Selling.
5-20's, 1st series.....	107½	108
5-20's, 2d series.....	105½	106
5-20's, 3d series.....	106	106½
5-20's, 3d series.....	104½	104½
6's, 18-1.....	108	108½
10-40's.....	99½	100
Do. small.....	102½	103½
7-30's, 1st series.....	104½	104½
7-30's, 2d series.....	104½	104½
7-30's, 4th series.....	104½	104½

For Railways:

	Tues. P. M.	Wed. A. M.	Wed. P. M.
New York Central.....	108½	109½	108½
Erie.....	65½	65½	64½
Hudson River.....	126	126	125½
Reading.....	104½	104½	104½
Michigan Southern.....	86½	86½	79½
Illinois Central.....	120	121	120½
Cleveland & Pittsburg.....	91½	91½	90½
Chicago & Northwestern.....	43½	43½	42½
do Preferred.....	86½	81	80
Cleveland & Toledo.....	126	125½	125
Rock Island.....	102½	102½	101½
Pitts., Ft. Wayne & Chicago.....	102	102½	101½
Ohio & Miss. Certificates.....	27	27½	27
Western Union Telegraph.....	46½	47	46½

The Western Life Insurance Company, of this City, have declared an annual dividend of 8 per cent., payable on the 24th inst. At the stockholders' meeting the old Board of Directors were unanimously re-elected.

Gold opened at 134½, sold up to 135½, and closed at 135½.

Government stocks are steady, except for 6s of 1881 which fell ¾ per cent. The 7-30's are firm, and are held with great confidence by in-

vestors. In State stocks and Railway mortgages a moderate business at former rates. The miscellaneous list is dull, with small transactions. New York Central sold down to 107½, but closed at 108½. Erie was steady, between 65 and 65½. Hudson River is firmer and in demand. The market has been dull all day, and no large amounts could be sold without breaking prices seriously. The street needs an infusion of new and verdant buyers to take the load of stocks off parties who "went in for a turn" and find themselves the "last men" with courage enough to buy. The market closed dull at the following quotations: New York Central, 108½@108½; Erie, 65½@65½; Hudson, 127; Reading, 104½@104½; Michigan Southern, 80½@80½; Cleveland & Pittsburg, 90½@91; North-Western, 43½@43½; North-Western Preferred, 80½@81; Rock Island, 102@102½; Fort Wayne, 102½@102½.

Leading houses have paid 7 per cent. on call for large sums, and loans at less rates on any security are exceptional. In commercial bills no change. Best names sell at 7@8 per cent. Banks as a rule are inclined to be prudent, and money cannot be quoted easy in any direction.

Exchange is firm and dearer, and quoted: London, 60 days, 109½@109½, sight, 110½@110½; Paris, long, 5.15, short, 5.12½; Antwerp, 5.18½@5.17½; Swiss, 5.18½@5.17½; Hamburg, 36½; Amsterdam, 41½; Frankfurt, 41½@41½; Bremen, 79½@79½; Berlin, 72½@72½.

The following prices are bid for Bank shares to-day: New York, 116; Mechanics', 117; Tradesmen's, 142½; Dry Dock, 201; Greenwich, 130; National, 109; Seventh Ward, 110; State of New York, 105; Commerce, 113; Mechanics' Association, 110; American Exchange, 114; Pacific, 165; Chatham, 140; Bank of the Republic, 115; Bank of North America, 107; Irving, 102; Metropolitan, 125; Peoples', 115; Shoe and Leather, 110½; Corn Exchange, 120; Commonwealth, 106; Central National, 110; Fourth National, 104½; Ninth National, 110.

The trouble between Commodore Vanderbilt, representing the Hudson and Harlem roads, and the New York Central Managers, will in all probability result in the early construction of a road on the west bank of the Hudson from Athens to a point opposite New York. The Central people are confident that the through Winter traffic will be better accommodated by a route which will place its freight depot where transportation by horse power through the city will be saved. The Central Road will in future be run for the benefit of its shareholders, asking no favors of connecting lines, while ready at all times to make equitable arrangements with any connecting route whether by land or water.

The following is an official statement of the business of the Western Union Telegraph Company for the month of November, 1866: Receipts from all sources, \$571,036 02; expenses and payments to other lines, 322,508 66; net earnings, \$248,527 36; expended for construction, \$27,937 76.

The earnings of the Chicago & Alton Railroad for the month of December:

1866.....	\$285,413
1865.....	231,824
Increase.....	48,589

The Western Union Road earned the first week in January:

1866.....	\$10,016
1867.....	9,802
Decrease.....	\$214

The following are the approximate earnings of the Cleveland & Pittsburg Railroad for the month of December ult., as compared with the same period of 1865:

1866.....	\$161,426 78
1865.....	178,134 26
Decrease.....	\$17,007 48

In the general markets there is no material change of tone. Flour is dull, wheat neglected, corn a shade firmer without being higher, rye steady, cotton declined in Liverpool, but the advance in gold about equalize the relative values, and the price is steady at 81c. for middling.

Mess Pork sold to a moderate extent at \$19.80@20, but holders are chiefly asking \$20.25@20.50. Bulk meats are active and firm. Hogs are firm and active, a slight advance has been obtained for choice lots; sales were made at \$6.20@6.60, gross, and \$7.20@7.65, nett.

A movement is in progress to consolidate the Maine Central and Portland and Kennebec Railroads with an extension from Danville Junction to Portland.

The Detroit and Milwaukee Railroad Company have surveyed a branch route from Ferrysburg to Muskegon. The road as surveyed, enters the town on Terrace street, and penetrates to the business centre.

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

G. W. FULTON,*Civil Engineer,*

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES*Covington, Ky.*

REFER TO JNO. A. ROEBLING, Esq.,

Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.LOUISVILLE, CINCINNATI AND LEXINGTON,
R R OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 1st of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. St. JOHN, Chief Engineer.

KENTUCKY**Silver Lead Lands,**

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST and CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1,	10 in. Diam.,	9 in. overall,	\$40 per set of 4 springs.
2, 10 "	"	6 1/2 "	35 "
3, 8 "	"	11 "	36 "
4, 8 "	"	9 "	35 "
5, 7 1/2 "	"	6 1/2 "	40 "
6, 10 "	"	8 "	35 "
7, 7 1/2 "	"	8 "	35 "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

If St., New York

OLD RELIABLE**LITTLE MIAMI****RAILROAD:****VIA COLUMBUS.**

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....**7.00 A. M.**
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....**8.25 A. M.**
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....**3.30 P. M.**
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....**4.00 P. M.**
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....**5.35 P. M.**
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....**8.00 P. M.**
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....**11.40 P. M.**
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

A FORTUNE IN ONE DAY!!

GREAT EXCITEMENT!

\$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!**

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid troutling brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc., title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	9,100
\$150,000	

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,*At the Everett Assembly Rooms, New York,*

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address,	\$4 50	40 tickets to 1 address,	\$35 00
10 " " " "	9 00	50 " " " "	43 50
20 " " " "	17 50	100 " " " "	85 00
30 " " " "	26 35		

All orders executed by return mail. Money can sent by Post Office Orders, Registered Letters, or Drafts at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. B. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati.
J. H. WELLS, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 1866.]

THE STEAM SYPHON PUMP

IS THE

Most Simple, Effective and Durable Device for Raising Water by steam, yet discovered.

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE STEAM SYPHON WATER-STATION

locomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

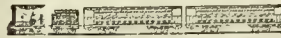
CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY TO EASTERN CITIES!

NOV. 19, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	8:20 A. M.	8:30 P. M.
DAYTON.....	10:50 P. M.	11:00 "
URBANA.....	12:45 P. M.	12:40 A. M.
GALLION.....	3:30 "	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLVILLE.....	8:47 "	0:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	5:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequalled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

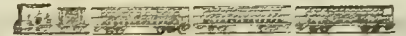
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted, via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:42 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

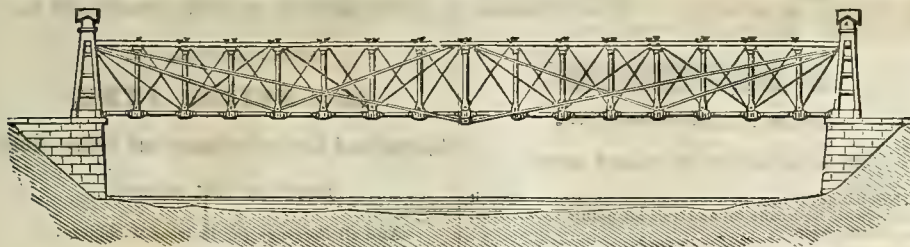
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use; requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburg, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use, at the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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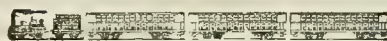
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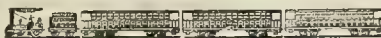
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Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

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D. McLAREN, General Superintendent

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PASSENGER



LOCOMOTIVE ENGINE



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ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

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All Springs tested to double their usual load.

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Chilled Railroad Car Wheel, Tyre,

—AND—

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WILMINGTON, DELAWARE,

MANUFACTURE

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ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

on Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the *recent Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester Road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City.....	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City.....	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	.....	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burnett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis. Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M.

Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnett House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

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CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND ready for shipment, with instructions for applying them.

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Successor to

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Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

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Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

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Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 40 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

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STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
BY G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night

On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.30 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JANUARY 24, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lighting Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:28 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail..... 8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:28 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:50 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:25 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:15 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:40 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connorsville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connorsville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

The Agriculture of Ohio.

Since mankind depend upon agriculture for their very subsistence, it must ever be an interesting subject. Just now, it is particularly so, for the crops of the last year taken in the aggregate have not been good. The Agricultural Department at Washington has been painting things in pleasant colors; but, the coloring is not true. It is well known the cotton crop is not more than half of what was expected; and the wheat crop of the great central States is not more than half; and other crops are not so large as to make up for these losses. Hence, the present condition of agriculture is an interesting topic. If we are to lose one or two more crops, ever so partially, it will affect the finances and commerce of the country more than all theories and devices about currency. But, here we are brought to a stand by the simple fact, that do as we may, we cannot modify in any way, the great climatic causes (for such they are.) which increase or diminish agricultural production. If we read the Roman treatise on Agriculture, by Columella, and the Georgics of Virgil, we are surprised to find that we know no more about the art of agriculture now than they did then, excepting only (and that is "considerable") which the science of Chemistry (almost wholly modern), has given us. We are about to found great Agricultural Colleges, and they may do some good; but all the Professors of Agriculture who ever lived, cannot avert a single frost or drouth, or rainfall, which destroys our crops. But, it is true, that the knowledge of soils, which modern chemistry reveals, enables us to adopt fertilizers and rotation of crops, in such a way, as to enrich poor soils and increase the value of lands. Undoubtedly, in this department of agriculture, much has been done. In Ohio, we have in the Reports of the Commissioner of Statistics, and of the Board of Agriculture, very accurate accounts of what agricultural production really is, and the changes which it undergoes from year to year. It will be well to look at these a little; for Ohio produces *one twelfth* of the whole agricultural production of the country; and by this we may judge pretty accurately of the whole.

The following table is a comparison of four successive crops in Ohio of the leading grains and breadstuffs, including oats and potatoes.

	1862.	1863.	1864.	1865.
Wheat.....	29,916,518 Bushels.	23,452,410 Bushels.	15,541,385 Bushels.	13,234,489 Bushels.
Corn.....	62,764,887	54,614,617	54,053,491	68,033,668
Oats.....	13,502,470	11,317,561	14,579,235	17,586,664
Potatoes....	5,169,327	5,297,498	6,611,655	4,827,354
	109,653,202	91,661,586	90,985,226	103,702,175

The crops of barley, rye and buckwheat would have added some four or five millions of bushels to each of these years, but not enough to materially change the result. We see here some remarkable facts: 1 That

the aggregate crops diminish for three years in succession; 2. That wheat and potatoes were only *half* in 1865, what they were in 1862. Assuming the aggregate of the crops of 1862, to be an *average* (and by looking back through the tables for several years, we find it is nearly so), the crops of 1863 and 1864 were 20 per cent. *below* the average. In fact, the crops of 1864 were probably the lowest ever raised in the State. 3. The crop of 1865 showed an increase of 13 per cent. How will it be in 1866? Observation and various reports enable us to tell very nearly. The *wheat* crop will not be much over *eight* millions, if that; showing a *decrease* of five millions. The corn crop will reach *eighty* millions, if not more; the oat crop full *fifteen*, and potatoes *five*. The aggregate on this estimate will be *one hundred and eight* millions, an *increase* of five per cent. on 1865, and coming very nearly if not quite to the average crop of 1862. This is encouraging and shows to our mind, by comparison with other years, that the ensuing two or three years will probably produce more than average crops. This idea is further sustained by the course of the seasons. At this time of writing (the 23d of January, 1867), the winter has been very uniform, cold and dry. This will probably continue so, and the spring open fairly, without any violent extremes. The wheat of 1866 was *winter killed*, by what we call *ice-storms*. On two different days in January and February, 1866, the thermometer fell 50° in one day! from warm, damp weather to the severest cold. It was almost impossible for any vegetation to stand such violent changes. The wheat was not covered by snow; and hence, was winter killed. In the same manner nearly all the fruit was killed. This winter, the wheat will not be winter killed; since the heavy covering of snow will scarcely be removed till after the danger of severe cold is past. Here we may remark, that in this climate, *frost* is the worst enemy of grain and fruits. This would seem very strange in the latitude of 39°-41°, if we had not the experience of it, and did not see the reason of it. It is not the severity of the cold which here injures grain or fruit, but the *suddenness of the changes*. The thermometer sometimes falls in January to 10° below zero but if that cold had approached gradually, or the thermometer had not fallen more than 20° in a day, it would not have injured anything. The destruction is occasioned by the *sudden and great* fall of the thermometer, by which the tender roots and young germs of wheat and fruit pass from a warm and damp stage to one of extreme cold and dryness. When we have uniform winters, we may almost surely count on good crops.

The number of animals in Ohio, as reported by the assessors in June, 1866, were as follows:

Horses.....	683,767
Mules.....	20,165
Cattle.....	1,268,698
Sheep.....	7,039,085
Hogs.....	1,817,159

Aggregate of Domestic Animals..11,208,874

This is the largest number of domestic animals found in any State of the Union; and probably the largest number found on any surface of land anywhere. In the last ten years, the number of sheep in Ohio has doubled. The annual crop of wool in 1865 exceeded *twenty millions of pounds*, and was worth more than ten millions of dollars. An immense amount of animal products are consumed in the State, whose population now exceeds *two millions six hundred thousand*. But, outside of this, we think that the value of animals and the products of animals exported from this State, come to near, if not quite, *fifty millions of dollars*.

Looking to the surface of land and the number of people, Ohio is much the greatest agricultural State of the Union; though not producing some particular crops, as largely as Illinois. Since the war has ended, and such an immense number of able bodied laborers are at work, we hope to see even greater advances in agriculture.

Shall the City be taxed to Buy the Gas Works?

In the olden time it was asked "which of you intending to build a tower, sitteth not down first, and counteth the cost." These were words of wisdom then, and by age they have lost none of their pungency or value; especially are they applicable at the present time, and to the question at the head of this article. We had hoped that the discussion of this question would have been conducted on its merits, with fairness, without personal acrimony, and that *partisan politics* would not be made the leading feature of a question of dollars and cents. In our issues of last week and the week before we claim to have clearly shown that it would not be to the interest of the city of Cincinnati to purchase the Gas Works, and that the City Council (but we now assert more especially those who constitute the "power behind the throne,") are responsible for making it a question of *party strife*. Those who are "in the Ring—" and a "Ring" we have, just as certain, and just as dictatorial and uncompromising for their own gain, as they have in New York,—no doubt calculate upon making a "good thing" of it. That the bill before the Legislature will pass, and that the City Council will buy the Gas Works, we have no doubt, and indeed we were so informed a week ago by a leading member of the Council. We, however, determined so far as we had the ability, to present the question of *cost* to those who will have to "pay the piper." We have ever avoided in our

Journal, *side taking* with any political party, but claim we have a perfect right to object to paying for what we do not want.

If the argument mainly relied on before the people, that the "Gas Company is a *monopoly*," is the principal reason why the city should buy it, why then it can with equal justice be claimed that nearly every railroad leading to or from the city is a *monopoly*, and hence the city ought to buy and operate them. It may be urged that the monopoly of the railroad is not without competition from rival roads, and it is therefore not a parallel comparison. It is an undeniable fact that there is no law making it binding on any party to take gas of the Gas Company; we have never, during fifteen years experience in business, taken one foot of gas from them. And we have perhaps as many employees as any other printing establishment in the city; besides, there are thousands of citizens who use exclusively kerosene and other oils, which articles that come in direct and cheap competition with the Gas Company's product. The monopoly is therefore no more a *close* one than the railroad. The magnificent bridge across the Ohio would come under the same category, and so on *ad infinitum*. By the purchase of these institutions by the city, the power and influence of "the ring" would be materially enlarged, and the opportunities of rewarding their subordinates very materially increased, and perhaps lengthen the lease (which the "ring" imagine to be perpetual) they have of power. It would be a strange anomaly, however, if any political party could conduct its affairs with such wisdom that defeat would never occur! What result would it have on the *economical* management of the Gas Works, if after two or three, or even more years of trying their hands at *learning* to manufacture gas, the dominant party should lose its control, and its opponents should repeat the experiment? We suppose even the "inner ring" will not deny that such a calamity might befall them. This process could again be repeated on every occasion that a change may take place in the ruling party in our City Council.

We might remark further, that coal contracts, and other articles of consumption by the works, would not afford any temptation to designing politicians, of either party, to spend money on election day to assist them or their friends into position to control them. This would be a pleasant way of contributing towards the expenses of a political campaign, and THURLOW WEED, who is good authority, says: "Every body knows that a political canvass cannot be conducted without money."

It is really amusing to see what straws are made use of to tickle the ears of the people and to cajole them into the belief that they really want to become manufacturers of gas. Argument and figures are eschewed, except to misstate and misrepresent the facts, and

sophism, ridicule, and even punism is resorted to for the purpose of convincing them that it is a good thing. Indeed, after the peoples' money has been taken for this purpose, is there any guaranty after a reign of profligacy, the works will not be put into the hands of parties who have long been coveting them,—some of whom are well known as belonging to "the Ring,"—without putting them to the inconvenience of investing a dollar?

There is one point to which we have not before alluded, and to which we call the attention of tax payers. There is an item now entered upon the tax duplicate of \$27,000, which has to be paid by the Gas Company,—they being the largest tax payers in the State, on the amount of representative stock capital—which if the works are purchased by the city, will have to be levied on the property of individuals. It is well to look before you leap, and to investigate questions of this magnitude calmly. To look on both sides of the question, lest we resemble the

"Two Knights of old;
While one saw the brass side of the shield,
The other the gold."

There are many other facts to which we may hereafter allude, as occasion requires, for we do not deem the passage of the law before the Legislature, as finally ending the controversy, neither do we believe there is that unanimity and ardent desire to buy the Gas Works among the citizens, that some of our cotemporaries insist upon.

The attempt to impugn our motives in the controversy, we shall not for a moment consider, as it is no new trick to shout "stop thief;" and whether it is "interested perversion or natural foolishness" that leads men to *count the cost* of vast enterprises, we leave for our cotemporaries to elucidate, which perhaps they can do to better advantage when the increased taxes are levied, upon the already overburdened people, whom they profess to so dearly love.

The receipts of the Western Union Railroad Company, for the week ending January 14:—

	1867.	1866.	Inc.	Dec.
Freight.....	\$6,732 52	\$6,673 03	\$59 19	.....
Passengers.....	2,476 47	2,184 27	.....	7 60
Express.....	320 00	130 22	189 78	.....
Mail.....	375 00	296 58	78 42	.....

Totals.....\$9,903 69 \$ 9,584 10 \$327 39

Receipts from January 1, to January 14:—

1867.....	\$19,695 71
1866.....	19,600 40
Increase.....	\$ 95 31

The receipts of the Western Union Railroad Company, for the week ending January 21,—

	1867.	1866.	Inc.	Dec.
Freight.....	\$6,033 37	\$5,851 41	.....	\$181 04
Passengers.....	2,060 75	2,230 50	.....	149 75
Express and Tel.	320 00	130 22	189 78	.....
Mail.....	375 00	296 58	78 42	.....
Totals.....	\$8,819 12	\$9,511 71		

Receipts from January 1, to January 21:

1867.....	\$38,514 83
1866.....	29,112 11
Decrease.....	\$ 597 28

All Greenbacks.

(From the New York Economist.)

There appears to be much probability that Congress will ultimately adopt a law authorizing the issue of \$300,000,000 United States States notes, to displace the existing national bank currency. Opinion in Congress appears to be steadily drifting in that direction; the great financial power centering in Wall street favors the proposal; and the press is coming steadily round to it. The principal reasons urged in favor of this measure are that it will save the country eighteen millions per annum in interest, through the substitution of \$300,000,000 of non-interest bearing obligations for six per cent. bonds; that the greenbacks would be more convenient than bank currency; and that the abolition of bank circulation will obviate the liability to bank panics.

Our country is called upon to pass through an ordeal different to anything that it has ever experienced during the lifetime of those who are now guiding its fortunes and controlling its destiny. Extreme caution in legislation should be exercised lest in the excitement of party strife, and through the intrigues of designing charlatans, measures may be adopted that will lead to the financial ruin of the great mass of the active men of the country to benefit a few of those who may have the advantage of official knowledge, as well as the control of vast sums of public funds and patronage. That so radical a change as the abolition of all the National Bank circulation cannot be made without seriously deranging the business of the country must be apparent to every thinking man. That there may be evils in our banking system may be true, but that the business of the country can be conducted *without banks*, is no more true than that it could now be conducted, as forty years ago, *without railroads*.

It is difficult for Congress, at this time, as well as for any one else, to anticipate the necessities of the government in *currency*, until it is better known what will be the *option* of a large portion of the holders of the 7-30s, of which there will mature during the years 1867 and 1868 \$724,014,800. It should be remembered that there will also mature during the same years, of compound interest notes, \$148,512,140. This is one of the great difficulties in the way of an immediate resumption of specie payments which was so persistently urged upon the government by many leading partisan and commercial papers for months before the meeting of Congress. What would be the result if one-half the above shall be called for in currency instead of 5-20s, which the holders have a perfect right to demand, and which is not an improbable event, when we consider that in investing capital the holders generally are governed by *what will pay the best*, instead of patriotic regard for the interest of the government. Especially will this be likely to be the case if efforts now being made by the way of resolutions of State Legislatures and urgent editorials of partisan papers shall influence the action of Congress, and induce them to make their future issues of bonds taxable for State and municipal pur-

poses. The government will either have to fix a much higher rate of interest on its bonds, make them free of State and local taxation or pay its accruing obligations at maturity. This is a subject that may as well be looked at beforehand, and legislation governed accordingly. Every department of business has been disturbed by the war, and the business of loaning money is not an exception. The government cannot expect that its bonds, bearing only six per cent., will be snapped up and scrambled for by capitalists, if they are to be taxed so that the net yield will only be three per cent. It is said that there is "reason in roasting eggs"—there certainly should be in all matters pertaining to such vital interest of the country as our financial system.

It is a very easy way politicians have of ickling the ears of constituents to make "bunkum speeches" against capital and capitalists, and to make a show of arraying it against labor; some few votes may be so caught; but in the end the results are "evil and that continually."

We will again repeat what we have on a previous occasion stated, that under the circumstances, the government is a banker, and will have to continue to be such until we can pay off a large portion of our national burden, which should be done at the earliest possible moment; yet there are some of the functions of banking it would not be proper or desirable to have it perform. While GREENBACK currency is the best, because the people have made it, and have to pay it, and hence they believe in it and have full faith in it, yet if the National Bank currency is to be forced out of existence and the banks destroyed, the government will have to seek a foreign market in which to negotiate its loans, and foreign capitalists to buy its promises to pay, and whether they can do it to better advantage is an untried experiment.

Some few things are certain. 1st While the government is so largely in debt, taxes must be kept up. 2d. The volume of currency cannot with safety to business and justice to the country be materially reduced. 3d. It will be some time before we can resume specie payments with safety. 4th. It is the duty of the government to appreciate its issues as nearly as possible to the specie standard. 5th. That it is more politic to encourage the retention of our bonds at home than to force them to seek a foreign market, especially while they are at a depreciated value.

DEBTS OF MASSACHUSETTS CITIES.—The following is a statement of the debts of several of the cities of Massachusetts:

Cities.	Debts.
Boston.....	\$13,020,375 91
Charleston.....	1,387,150 00
Cambridge.....	871,092 00
Lynn.....	450,500 00
Lowell.....	293,560 80
Lawrence.....	326,900 00
Fall River, about.....	280,000 00
Springfield.....	334,692 99
Newburyport.....	214,723 61

The Gold Sale Bill.

The *Cincinnati Gazette*, of Wednesday of this week, very justly remarks that:

"The bill which has passed the House, to regulate the sale of the Treasury gold, will fail of the object. The Secretary can keep his pile of gold constantly threatening the market, and can allow it to accumulate to any extent, and then can throw it upon the market in a heap, by giving six days' notice; which notice will have the same effect as the sale. It will be merely discounting the effects of the sale six days in advance of realizing upon the gold; and of course the depression of the market by the whole sale will all be realized in the price made for the Government gold. The bill is in effect one to continue and add greater facilities to those operations upon the market values which the Secretary has been carrying on for the last two years, and to the continual disturbance of the business of the country by this impending power of the Treasury over values, which the Secretary unaccountably regards as keeping the market steady, and preventing speculation. And it will result in the same sales of Treasury gold under the current values, which the Secretary has before carried on, upon the idea that the object gained by it was worth the sacrifice of several millions in the premium on the gold."

The workings of the gold sales by the Treasury are perhaps not as well understood outside of Wall Street, as some other things are. That the United States Treasurer is a banker, is unavoidably so, and the most powerful banker in the country. At the same time it is not necessary for him to be the greatest *stock and gold gambler* in Wall Street. Without saying that the Honorable Secretary has been guilty of such a breach of his public trust, we will suppose a case in which he could easily make a dozen of his friends millionaires with a single word, and yet not do anything that would not be perfectly legal. Suppose he has a surplus of twenty-five millions to be sold at auction, of which the law requires him to give six days' notice. This is all right and legal and his bounden duty. But, suppose also he should intimate to A., B. & C., his confidential friends, five or ten, or one day beforehand, his intention to give this notice, then A., B. & C. could sell short and make a LARGE MARGIN. Secretaries are human as well as other people, and the doctrine of "reward your friends and punish your enemies" is not a new one. In the case above supposed a few would make a *large pile*, while thousands would be direct losers, and hundreds of thousands would be sufferers from the disturbance in values. The power to produce such evils should be curtailed.

The best and most direct method of doing it is to reduce the influx of gold into the Treasury to the maximum amount necessary to meet the Government wants, and at the same time elevate the standard of the Government issues. This can be done as we have previously suggested by making LEGAL TENDERS RECEIVABLE FOR CUSTOMS to the amount of five, ten or twenty per cent. of the sum paid. The impracticability of absorbing the Government issues at the present time, as we have shown in another article, as well as the bad

policy of destroying the National Bank circulation, and the impossibility of any material contraction of the currency in the face of maturing obligations during the next two years of nearly one thousand millions, we think must be concurred in by all thinking men, unless their minds are seriously affected by interested or partisan motives. If the Government should lend its aid to the contraction and expansion policy it will merely be destroying the people and sowing the seeds of its own disintegration. Elevate the Government issues and restrict the power to disturb the business and material progress of the country.

Proposed Railroad Legislation in Illinois.

We are not fully posted as to the peculiar grievances of the people of Illinois, at the hands of the railroads running through that State, but deprecate, on general principles, any attempt to regulate by law rates of fare and tariffs of freight on railroads any more than the prices of shoes or the *per diem* charges of hotels. Railroads have made the State of Illinois what it is, and great care should be exercised in its legislation not to hamper this great interest, but rather to foster it, and more fully develop the vast agricultural resources of the State. We publish the copy of the bill as we find it, as there are many parties deeply interested in the subject as well as citizens of Illinois.

Hon. Stephen A. Hurlbut, the able representative from Boone County, introduced the following important bill into the House this morning, which went to the Committee on Railroads, and will, with scarcely a doubt, be reported back in a few days, with the recommendation that it pass:

"A Bill for an act to assert the control of the State over Railroad Corporations, to fix the rates of freight, and to prevent extortions:

"SECTION 1. That all consolidations had and made between railroad corporations existing under laws of this State, to which the State has delegated any portion of the right of eminent domain, without first having received the express assent of the General Assembly thereto, be, and the same, and each of them, are hereby declared null and void, and of no binding force and effect whatever.

"SEC. 2. In case any such corporation within this State shall hereafter desire to effect a consolidation or merge with any other corporation within this State, such corporation shall give three months' notice by advertisement published that length of time in a daily newspaper in the cities of Chicago and Springfield, and in one newspaper in each county of this State through which its line of road may run: or, in case no newspaper be published in any such county, then by written notice served upon the County Clerk of its intention to apply for such power at the next General Assembly, and no application for such power shall be entertained or acted upon without satisfactory proof being furnished of the giving of the notice provided for in this section.

"SEC. 3. Each of said notices, whether printed or written, shall distinctly and clearly set forth the precise items of the consolidation sought, the full and corporate names and styles of the several corporations sought to be consolidated, the termini, if fixed by law, of each, the amount of capital stock and of indebtedness, secured or floating, of each, and that the consent of two-thirds of the stockholders of each corporation has been given to the proposed consolidation, and the original notice, containing these facts, subscribed and sworn to by the secretaries of each association, shall be filed in the office of the Secretary of State prior to the meeting of the General Assembly, with the proof provided for in section two of this act; but in all cases without prejudice to the legal rights of each and every non-consenting stockholder.

"SEC. 4. Each and every such railroad corporation which, without the express assent of the Legislature first had, shall, after the passage of the act, either alone or in conjunction with other corporations, use any other name, style or designation, or exercise any other or different franchises or powers, or over any other or different lines of construction and operation than are designated in the laws and charters and amendments thereof, creating or modifying said corporation, shall be deemed and taken to have usurped upon the people of the State of Illinois, and to have waived and abandoned all and singular, the rights, powers, privileges and franchises originally vested by said laws, charters and amendments in said corporations; and upon conviction of the same in any court in this State, of competent jurisdiction, upon information in the nature of a *quo warranto*, judgment of ouster shall be given by said court, and enforced by proper writs of execution.

"SEC. 5. All railroad companies heretofore chartered and now in force, or hereafter to be incorporated in this State, shall be subject to such rates of tariff for freight and passengers as the Legislature from time to time may permit, by general or special laws.

"SEC. 6. The following shall be the maximum rates permitted to be charged and collected by corporations of the class specified in section No. 5, from any station in this State to any other station in this State: For first-class passengers above ten years of age, not to exceed three cents per mile; under ten years of age, half of the above fare. For all grain in bulk or bags, not to exceed four cents per ton per mile. For all farm products (except live stock), the same rates. For coal, three and a half cents per ton per mile. For all other freight, thirty-three and one-third per cent. reduction from the rates of freight in force on the 1st day of January, A. D. 1867.

"SEC. 7. Each and every railroad corporation receiving grain for shipment, shall fit up and keep in good order, at each station on the line of the same, proper and accurate scales, and, whenever thereunto required by any shipper, shall accurately weigh any grain offered to be shipped by him, and shall give to said shipper, on his request, a way-bill or receipt for the true weight of said grain, for which said weight said corporation shall be liable as common carriers, and no special or advanced rates shall be charged by or on account of said weighing and receipts. And if, within three months after this act goes into force, the said corporation shall refuse or neglect to erect said scales, or shall refuse or neglect by their agents to weigh and give receipts on request, then any shipper having made said request and not receiving the

same, may make out a way-bill or receipt from his own weights, and the said corporation shall be liable, according to the weight made out by said shipper.

"SEC. 8. No railroad corporation shall charge for passengers or freight a greater rate for a less distance on the line of said road, but all such charges shall be in strict proportion to the distance actually traveled.

"SEC. 9. Any agent, conductor, or employee of such corporations, who shall wilfully violate any of the provisions of sections 6, 7, and 8 of this act, shall be deemed guilty of a high misdemeanor, and, on conviction thereof, in any court of competent jurisdiction, shall be fined not less than \$500, or more than \$1,000, or be imprisoned not less than sixty days or more than six months, at the discretion of the Judge of said court, and if convicted of a second offence, shall be both fined and imprisoned for the highest and longest time above limited, and any such corporation which by its corporate authority shall authorize any such violations shall forfeit its corporate existence to the State of Illinois.

SEC. 10. In all cases of forfeitures, or of acts and omissions involving forfeitures of corporate rights under this act, the State's Attorney of any circuit, in any county in which said corporation may operate its road, is hereby authorized and required, upon proper information, under oath, being laid before him to proceed, at the next term of the Circuit Court to file and prosecute an information in the nature of a *quo warranto* against said corporation in any county of his circuit, in which said corporation may have or operate its line of road, and the service of a copy of the information proposed to be filed on the President, Secretary, or any station agent of said corporation, thirty days before the first day of the term, shall be sufficient notice to compel said corporation to appear and plead or demur to the same, on or before the second day of the term, or be in fault; and the cause shall be placed on the Criminal Docket, and heard and determined with all possible dispatch consistent with the rights of the parties.

"SEC. 11. Writs of error from the Supreme Court on any judgment or forfeiture and ouster under this act shall be placed at the head of the docket, and proceeded in with all possible dispatch; and, upon the affirmance of the judgment, process of execution to enforce the same shall issue from said Supreme Court within ten days after such affirmance.

"SEC. 12. All laws and parts of laws inconsistent with this Act are hereby repealed."—
[Correspondence Chicago Tribune.]

The bridge across the Mississippi at Quincy, Illinois, has been definitely concluded upon. It is to cross the river about a half mile north of the present Chicago, Burlington & Quincy Railroad freight depot. That portion which crosses the bridge is to be of wood, and built 12 feet above high water mark, with a draw eighty feet long. The main superstructure will be of the same height, built of iron, and strike the Missouri shore a short distance above the present ferry landing.—The general plan of the main structure will conform to the act of Congress under which it is built, and will, when done, be a very imposing structure. The company are now building pile drivers, advertising for timber, stone, etc., and intend to push it forward as fast as possible.

"THE MONETARY SCREW."

"We publish the following article from the Cincinnati *Gazette*, which we deem of no less merit because that influential journal has changed its views, and now condemns what it formerly advocated with equal zeal and ability. We are always glad to chronicle as well as approve a return to the right, and an advocacy of those measures that are calculated to promote the general interest and welfare of the country, regardless of the causes that have brought about their conversion. The *Gazette* says:

"One of the strangest things in our financial administration is the idea that any effective contraction of the currency is yet to be provided for, and therefore that the question of contraction or of letting things remain as they are is yet to be decided. We had taken, on the 1st of November, 68 millions of compound interest notes out of the volume of currency, and there were 148 millions more falling due this and next year, which the Secretary is taking up as fast as he can, making an aggregate contraction during the past, the present and the next year, of 216 millions in the line of compound notes alone. The Secretary will crowd as much of the reduction of the compound notes into this year as possible.

In addition to this, we are taking four millions a month out of the greenbacks; making the aggregate contraction of the volume of currency for this, the previous, and the next year, 330 millions. And yet Mr. McCULLOCH complains in his annual report that he was not allowed to contract the currency as he desired; and many Congressmen think the rate of contraction is infinitesimal, and that to leave things as they are is to adopt the system of continued inflation.

It might as well be thought that to take a half a pint of blood from a man every day was no dangerous depletion because it did not kill him at once. The rate of forty-eight millions a year is alone a heavy reduction of the volume of money. The sum of the compound interest notes added to this gives it great acceleration. It was balanced by the issue of bank currency, or its pressure would already have gripped business like a vice. It cannot be continued without causing a shrinking of means and values that will stop trade and make all enterprise stand off to wait till the bottom is reached.

In the nature of things, when the pressure becomes severe, the knowledge that this is but the beginning, and that four millions a month will continue to be withdrawn from a tight money market, will precipitate the consequences of the contraction. We have to admire the happy state of those financiers who suppose that four millions a month can be taken out of the currency without deranging business; and who think that the 216 millions of compound interest notes whose withdrawal will be completed within two years, are a matter of no consequence to the circulation.

We have now fixed by law a rate of contraction which will bring disaster enough to satisfy even Mr. McCULLOCH, who thinks a monetary calamity a blessing to be sought. If Congress wants a rate of sharp contraction, it has it now fixed by law. Let it stand a year longer, and there is not a contractionist in the land who will not howl with anguish at the effects of this monster screw, except the

class of speculators to whom the calamities of the country will only give greater opportunities. If Congress wants to continue a moderately easy money market, for the purpose of keeping up revenues to pay off the compound interest notes, and other currency dues, instead of adding fifty per cent. to this amount by consolidating them in gold bonds, it must repeal the law authorizing a contraction of 48 millions a year.

This law was a compromise with the Secretary's urgency for contracting. It was thought so small a rate as to be about the same as no contraction; and such is still the common idea. But the maturing compound notes were themselves a great contraction, and this should have sufficed for several years. And when the time comes for contracting the greenbacks, which will not be till all the currency debt is paid off, a rate of ten millions a year will be a sufficient contraction if it is intended to get back to former values without a crash which would revolutionize the ownership of property, and make it necessary to reconstruct industry and trade from general dissolution.

Paper money inflations have always created a general infatuation which has made governments and people incapable of judgment or sound measures; and thus these inflations have never yet been reduced without a crash which wiped them out, and began anew with a clean score. And such would be the case with ours if Mr. McCULLOCH had his way, notwithstanding all his smooth talk about contracting as "rapidly as possible without producing a financial crisis or seriously embarrassing those branches of trade upon which our revenues are dependent;" all of which is well meant, but which would make any contraction impossible. And this is interpreted by the astonishing statement that on this rule he thinks he can contract to specie payment in two years.

If another man should propose to contract the volume of our currency to the level of specie in two years, we should conclude that he intended to put us upon a sound financial basis on the Democratic plan of a general smash, and then a wiping out of currency and public debt and revenues, and a starting anew on what they call a cheap, simple system. And of course private and all other indebtedness, would have to be sponged out at the same time.

When we have leading public journalists writing that specie payment should be resumed at once at the public Treasury, and that this will be instantaneous relief from all currency evils; when a majority of our legislators think that 48 millions a year, besides 216 millions within a space of three years, is no appreciable contraction; when all talk of the inflation and depreciation of the currency, but are unable to see that they add more than fifty per cent. to the value of the currency debt when they fund it in gold bonds; when the Secretary of the Treasury proposes to reduce a currency of 900 millions to a specie basis in two years, without any severe pressure on trade, or diminishing Government revenues, we have to conclude that the inevitable infatuation of a paper money inflation is too prevalent to give any strong hope of wise monetary measures."

To facilitate the establishment of railways in Switzerland, the Cantons have accorded them exemption from all taxes, and the Confederation on its side, admits free of duty, the materials required for their construction.

Coal.

Extract of the report of the Hon. David A. Wells, special Commissioner on Internal Revenue, dated December, 1866:

COAL.—So far as the general interests of trade are concerned, anthracite and bituminous coals may be grouped together. The price of one to a great degree regulates the price of the other, because for manufacturing iron, generating steam, and for household purposes, either will be used indifferently, according to the cheapness of its cost. We have already stated that the production of each of these coals in this country is about equal. In anthracite there is no competition; the whole country must look to Pennsylvania for its supply. But in bituminous coal the conditions are different. New England depends mainly on the adjacent coal fields in the British Provinces; New York receives a portion of her supply from the same quarter, the balance being obtained from England, and from Pennsylvania and Maryland; Philadelphia and Baltimore are substantially stocked from the mines of the States in which they are respectively situated; and the valley of the Mississippi, as far down as New Orleans, is mainly furnished from the coal beds of Pennsylvania and Western Virginia.

When the fullest tabular statements can be obtained in relation to anthracite coal, it is not easy to obtain reliable tables of the value of bituminous coal in these various markets for a series of years. Coals of the same grade, in the year 1865, cost \$8.50 in Boston, \$9 in New York, \$11 in Philadelphia, \$7 in Baltimore, and \$2.80 in Pittsburgh; but during the past year, the price in all of the Northern Seaboard markets, has been somewhat effected by the duty, in gold, of \$1.25 per ton levied on Provincial coals by the expiration of the Reciprocity Treaty in March, 1866. In Boston, Provincial coal has averaged, during the past year, about \$8.50 per ton; while Cumberland coal (Maryland), in the same city, has been worth about \$8.25. In New York, Provincial coals have averaged \$9.50 per ton, and Western Pennsylvania about \$10 per ton — The cost of freight of Western Virginia coals has been from \$8 to \$10 per ton to New York. It should be here noted, however, that coastwise freights have ruled at so low a rate during the past season, that the legitimate effects of the duty levied on Provincial coals are not yet apparent. In Philadelphia and Baltimore prices have ruled lower than in 1865, while, in respect to the valley of the Mississippi, the rates, beginning at Pittsburgh, are reported as follows: Pittsburgh, \$2 per ton; Cincinnati, \$3.36 per ton; Louisville, Kentucky, \$3.50; Cairo, Illinois, \$4.48; Memphis, Tennessee, \$7.84; New Orleans, \$6.72 per ton.

The great difference between the prices of coal in the interior and on the seaboard, is caused by the superior facilities for distribution afforded by water carriage. No Pennsylvania or Maryland coals can be distributed on the seaboard, without, in the first place, paying large tolls to the railroads which transport them. By a recent report of the trustees of the Philadelphia gas works, it appears, that upon a purchase of coal amounting to upward of \$1,000,000, more than \$600,000 of the amount was paid in tolls to the Pennsylvania Railroad Company; while, during the past year, the Pennsylvania Westmoreland mine, situated west of the Alleghenies, have paid for the transportation

of their coals to the city of New York, not far from \$8 per ton.

Proceeding to an analysis of the items which make up the cost of coals at these various points, it may be sufficient, without entering into further particulars, to examine prices in New York and Boston. As regards Boston, taking the average of the present season, we find that Cape Breton and Picton coals have cost at the mines an average of \$2 in gold per ton; to this add for duty, also payable in gold, \$1.25, and we have a cost of \$3.25 gold, which (at 50 per cent. premium) is equal to \$4.88 per ton; add further to this amount \$3.62 for commission, freight and insurance, and we have the price as before stated. In New York, taking the same Provincial coals at the same cost for coal and duty, we have for freight, insurance and commission, a currency margin of \$4.62. With the Pennsylvania coals costing \$10 per ton, we have \$2 as the original cost of the coal, with \$8 for carriage and expenses. With New Castle coals selling for \$10.50, we have the original cost of the coal, \$2 in gold, and the duty, \$1.25 in gold, leaving a balance of \$56.2 for freight and other charges.

It is apparent, therefore, from these figures, that the American coal miner obtains less for his coal than the foreign coal costs at the port of shipment, and that the large cost of the article at the seaboard is caused by the expense of transportation.

The following table exhibits the course of trade in foreign coal from 1855 to 1865, inclusive, and covering the period of the Reciprocity Treaty with Great Britain:

Year.	Tons under Reciprocity Treaty	Tons Paying Duty.
1855.....	.....	287,408
1856.....	120,452	173,055
1857.....	123,335	237,377
1858.....	136,743	259,855
1859.....	122,720	281,208
1860.....	149,289	240,725
1861.....	204,457	260,977
1862.....	192,612	348,487
1863.....	282,774	341,604
1864.....	317,504	250,234
1865.....	465,194	218,986
1866.....	.....	291,839

During this period the production of domestic coal has rapidly increased, and has amounted (as has already been stated) during the year 1865 to about 22,000,000 tons.

We come now to a consideration of the important question whether the cost of the coal mined in Pennsylvania, Maryland and Virginia, should be enhanced by the amount of duty to be levied upon foreign coal? Will such a duty inure to the benefit of the coal miner and owner, or to the persons employed in the transportation of the coal to market? or will it have the effect to extend the use of those coals to new markets heretofore beyond reach?

Again, is the present duty of \$1.25 in gold oppressive to the great interests of the country?

Or, supposing that the rate of \$1.25 in gold is insufficient to extend the use of the coal mined in the Middle States over the whole length and breadth of the Union, is it for the advantage of the great mass of consumers and tax-payers that a rate of duty should be levied sufficient for that purpose?

In illustration of the points here stated, let us consider the manufacture of iron. Foundries and other iron works have been built in

most of the States of the Union. Is there any reason why a furnace in Maine or Georgia should have the cost of its iron increased by a duty on the coal which it consumes, or by the cost of transportation from Pennsylvania, while the Pennsylvania manufacturer has his coal at his own door, cheaper at least by the cost of its transportation? Is it wise to adopt a policy which inevitably tends to concentrate so important a manufacture as this in a single section of the country?

That the American coal proprietor obtains a sufficient price for his coal, is evident from the prices which prevail in the markets where there is no competition. He supplies the Ohio and Mississippi and their tributary streams, and through all the territory which they water, with coal at a less expense than on the seaboard. He received no more for his coal at the mine in 1866, with a duty on foreign coal of \$1.25 in gold, than he did in 1865, when Provincial coal was free. It has been no boon to him that New York and the New England States have had the cost of their bituminous coals increased more than \$500,000 in currency value paid in the form of duties.

If the miner has not received the benefit from this protection, it must have inured to the benefit of the transportation arrangements. If, however, neither the miner nor the transportation company has derived any benefit from it, the duty has been of no avail as protection.

The object of a duty is either revenue or protection. A smaller duty would increase the revenue by increasing importations. The present duty does not seem to have afforded protection.

It is, perhaps, unnecessary to recapitulate here the well-known arguments for making coal free of all duty. The manufacturing industry of any country, to be permanently successful, must be based on cheap raw materials; and if there be any article then that should be exempted from taxation—both internal and customs—and afforded at the cheapest possible rate to all consumers, it is coal. Every person in this country has a direct interest that his house shall be warmed and lighted at the lowest cost, and that his food shall be cheaply cooked; while cheap steam and cheap iron are essential, if the country is to maintain its position with other and competing commercial and manufacturing nations.

The Commissioner, therefore, having in view the general welfare rather than any special interest, recommends that the duty on coal be either entirely removed, or placed at the lowest point consistent with the requirements of the treasury for revenue.

Relative to the above, the *Mining Register*, of Philadelphia, makes the following remarks:

The Reciprocity Treaty terminated the 17th March, 1866. Mr. Wells represents that, in 1865, there were received into the United States, under the Reciprocity Treaty, free of duty, 465,194 tons of Provincial coal, and of foreign coal paying duty, 218,986 tons, making the whole quantity of coal imported that year 684,180 tons, against 291,839 tons in 1866!

Mr. Wells does not state whether he gives the fiscal year of the United States, ending June 30, or the calendar year terminating December 31. If the fiscal year, then but 105 days interposed between the expiration of the Reciprocity Treaty on the 17th March, 1866, and the expiration of the fiscal year on the

30th June, 1866, whereas, as the table stands in Mr. Wells' report, the year seems a full twelvemonth, and shows an apparent decrease of 392,341 tons compared with the total imports of 1865.

Now it is of record that there were imported into the port of New York in 1866, to December 28, of foreign coal, 312,792 tons; and into Boston in 1866 there were imported of foreign coal 159,380 tons, making the joint total imports of New York and Boston 472,172 tons. Here we have imported in 1866, into two ports, 180,233 tons of coal in excess of the entire quantity credited by Mr. Wells to the whole nation! And if the imports of foreign coal into the two ports named, were added to the foreign coal imported in 1866 into about twenty six other ports, the contrast would be still broader against Mr. Wells' exhibit.

The imposition of \$1.25 per ton on Provincial coal, on the expiration of the Reciprocity Treaty, did not advance the price of Nova Scotia coal in the Boston and New York markets, over the prices of 1865, when it was admitted free of duty.

The quantity of coal exported from Great Britain to New York in 1865 to November 30, was 103,432 tons, and for corresponding time in 1866 the quantity was 68,948 tons, the duty being the same in both years on trans-Atlantic coal.

The amount of Colonial coal imported into Boston, free of duty, in 1865, was 185,000 tons, of which quantity about 75,000 tons were used in gas works. The quantity of Provincial coal imported into Boston in 1866, when the duty was \$1.25 per ton, was 142,042 tons, of which about 55,000 tons were used in gas work.

In his tariff bill Mr. Wells proposes "on all bituminous coal mined and imported from any place not more than thirty degrees of longitude east of Washington 50 cents per ton of 28 bushels, 80 pounds to the bushel," in lieu of the present duty of \$1.25 per ton. Nova Scotia is not more than "thirty degrees of longitude east of Washington," yet Nova Scotia is as intensely British and as foreign from the United States in nationality and sympathy as the island of Great Britain, in Europe.—The real difference is, with Mr. Wells, that Boston parties own collieries in the British Provinces in North America, but not in the European Kingdom of Great Britain. And hence Mr. Wells' geographical tariff line at thirty degrees of longitude east of Washington! Talk of Boston notions, but fail not to credit Mr. Wells with the last specimen of transparent Yankee cuteness.

Thirty miles of the Southern Minnesota Railroad are now completed, reaching from La Crosse to Rushford; and the projected extension of the line will connect La Crosse with St. Paul at the north, and Sioux City at the west. A short branch of fifteen miles between Rushford and Lewiston, will tap the Winona and St. Peter Railroad nineteen miles west of Winona, and then the Southern Minnesota Railroad will be the great Trunk Line of Minnesota to which all the other lines of that State will be tributary.

A St. Louis dispatch says that a number of Philadelphia capitalists are in that city for the purpose of organizing a plan for the purchase of the Pacific Railroad of Missouri, and its incorporation with the Union Pacific Road and obtaining the control of the Ohio and Mississippi Road so as to centre the Pacific trade at Philadelphia.

Railroad Legislation in New York.

The disagreement of Commodore VANDERBILT, with his two parallel and connecting roads, with the new directory of the New York Central Railroad has given occasion to the following Railroad Bill which passed the Senate of New York on Friday last. If it should become a law, it is evident that although the Commodore was successful in "cornering the Harlem" and in buying up the "Hudson River," yet the Legislature of that great State will not consent to his *damning up* the tide of traffic and travel in its great arteries of trade, and turning it into other channels.

The following is the text of the proposed law:

SECTION 1. Whenever connection does or shall exist between the tracks of two or more railroads of companies authorized or incorporated by the laws of this State, or whenever the tracks of the said companies shall in fact so join or meet each other as that the cars of each may, without any change of gauge, or new work or construction, pass from the track of the one to the track of the other, such companies shall pass freight over their respective railroads from one another to the places of its destination without breaking bulk, and shall sell passengers tickets and check baggage from any station on their respective roads to any station on the other where their trains may stop, upon such terms and conditions as they shall agree; and in case such companies do or shall not agree, then it shall be the duty of the State Engineer and Surveyor, and he is hereby authorized and empowered, and directed forthwith, upon their failure to agree and ceasing to pass freight or sell passenger tickets and check baggage, to proceed to settle, determine and adjust such terms and conditions, after notice of five days served upon the President or other officer of each company, fixing a time and place in the city of Albany, where he will hear the said companies in relation thereto.—His determination and adjustment shall be made in writing, and a copy thereof delivered to the President or other officer of each company, and thereafter said companies shall cause and permit freight to be passed and passengers to be carried as aforesaid.

SEC. 2. In case either company shall be dissatisfied with such determination or adjustment it may appeal therefrom to the Supreme Court in the Third District, which appeal shall be heard at a Special Term of said Court, upon notice of eight days to the other company or companies, stating that such appeal is made, and of the time when the same will be brought before the Court, and accompanied by copies of such affidavits and other papers as may be proper matter of evidence before said Court and as may be proposed to be used on the hearing, at which opposing affidavits may be read. The said Court shall proceed to hear and determine said appeal in preference to all other business before the same, and shall have power to modify and change said determination and adjustment of the State Engineer in such manner as it may deem just; but, in the meantime and pending the appeal, and until the decision and order of the Court in relation thereto, the determination and adjustment of the State Engineer shall not be stayed, suspended or in any manner delayed, and shall have full force and effect.

SEC. 3. Any company refusing or neglecting upon such determination and adjustment by the State Engineer and surveyor, or upon the modification of the same, if any, by the Court, to comply with the same, or any part thereof, or to pass freight or to sell tickets, and to check baggage as aforesaid, shall forfeit and

pay to the people of this State the sum of \$3,000 for each day it shall so neglect or refuse, to be recovered in the Supreme Court, in any district of this State, in an action to be brought by the Attorney General; and every President and Director of said companies who shall refuse or neglect to give effect to such determination and adjustment of the State Engineer and Surveyor, or order of the Court thereon, shall be deemed guilty of a misdemeanor, indictable, and liable in any county in this State, and be subject to imprisonment in the County Jail thereof for a term not exceeding one year, and a fine of not exceeding \$5,000.

SEC. 4. Any company or party to such determination and adjustment may apply at any time to the said State Engineer and Surveyor for a change or modification thereof, and his order thereon shall be subject to appeal in the manner and with like effect as the original order made by him.

SEC. 5. This act shall take effect immediately.

A Railroad Letter from John C. Fremont.

[From the Nashville Banner, 19th.]

The following letter has just been received by Mr. De Bow, President of the Tennessee Central and Pacific road, from General John C. Fremont, President of the Southern Pacific road. It will be seen that General Fremont recognizes this road as a link in the grand chain of connections with the Pacific on the shortest practicable line. After this, coming from such a source, (the Great American explorer,) the Legislature of our State will not be likely to hesitate to afford such liberal assistance to this great work as will secure its completion in the earliest possible time.

POCAHO, NEAR TARRYTOWN, NEW YORK, }
January 11, 1867.

"MY DEAR SIR—Your note of the 3d has been received. My copy of your railroad address, forwarded on the same day, has not yet reached me. Pray accept my very sincere thanks for the support you are giving us in advocating the policy of money aid from Congress for our Pacific road. We have just merged the Southwest Pacific road in the Atlantic and Pacific, making now but the one corporation, of which I am President. Some change has also been made in the affairs of the Memphis, El Paso and Pacific, under which I go into the Directory, with an Executive Committee here in New York. We have just sent out our Chief Engineer, Major Daniels, to revise the location west of Red River, with a view to immediate construction. It is proposed, as far as practicable, to harmonize these enterprises. Your Tennessee road is a part of the system, and the interests run directly together. I hope that Governor Brownlow gives it his active support. No one is more likely to realize its important bearing on all the interests of the State than himself.

"I hope that your Legislative Committee will be disposed to give you aid enough to push the work at once rapidly forward and think they will be encouraged to do so if you will acquaint them with the active measures being taken upon the Western Railroad, with which it will connect.

"I shall be glad if I can be of any service to you; and, pray, meantime, keep me informed of your progress.

"Yours, truly,

JOHN C. FREMONT.

"Hon. J. D. B. DeBow, Nashville, Tenn."

The shareholders of the Buffalo and Lake Huron railway, at a meeting in London, England, have approved and accepted the act to consolidate that road.

Covington and Ohio Railroad.

A joint commission of the States of Virginia and West Virginia upon the subject of the construction of this road, held a meeting in Baltimore a few days ago, and agreed upon a scheme which has been approved by the Committee of Roads of the Virginia House of Delegates.

The following is an abstract of the bill proposed to be passed by the Legislatures of both States, to facilitate the completion of this great work:

This supplementary bill provides, among other things, that it shall be lawful for the Covington & Ohio Railroad to consolidate with the Virginia Central Railroad Company, the Southside Railroad Company, and the Norfolk & Petersburg Railroad Company, or any one of them. Should it consolidate with the Virginia Central, then all the State's rights and interests in said road, and all the debts of said road shall be transferred to the consolidated company. The consolidated companies shall be known as the Chesapeake & Ohio Railroad Company. In consideration of the transfer to the Chesapeake & Ohio Company of the rights and interests of the State in and to the railroads which may consolidate, it shall be the duty of said company, within six years, to complete the railroad from Covington to the Ohio river, and they may select the mouth of the Big Sandy or the Great Kanawha as the Ohio terminus, or may construct a branch of their road to both points. Should the Southside Railroad Company, or the Norfolk & Petersburg Railroad Company, consolidate with the aforesaid road, it shall be the duty of the consolidated road to construct in six years a railroad from Lynchburg to Covington, or a to suitable point on the Central Railroad.

From this brief and necessarily imperfect sketch of this bill, it will be seen it is a measure of the greatest importance to the railroad and commercial interests of a large section of the country, and will probably be adopted with perhaps some slight modifications in a few days.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.—At the annual meeting of this railroad company, on the 14th inst., the following officers were elected: Isaac Hinckley, President, Enoch Pratt, Vice-President, and Alfred Horner, Secretary and Treasurer.

The annual report shows the total earnings for the year, including the Newcastle & Frenchtown branch, to be—\$2,526,833 79
Expenses—1,545,038 52

Net earnings—\$941,795 37

The business of the year, as compared with that of the previous year, was marked by a great and sudden diminution; the aggregate receipts being less by more than 35 per cent. than those of the year which ended October 31, 1865.

This decline in receipts was met by a reduction of expenses to the extent of more than 49 per cent., as compared with those of the previous year. This reduction was made without detriment to the interests of the company, in consequence of the liberal outlay for stock and equipment in 1865; and the close of the fiscal year finds the road and rolling stock in good condition, and the amount standing to the credit of revenue (after deducting the sum of \$471,709 for the dividend payable Jan. 2, 1867) larger by the sum of \$32,947.90 than it was at the same date in 1864.

Early in 1866 it became evident that the extraordinary expenditures would make necessary a loan, and bonds to the amount of \$1,000,000 were accordingly issued, of which \$600,000 are due in 1871 and \$400,000 in 1876.

MONETARY AND COMMERCIAL.

In the condition of the money market there is no material change since our last week's review. The return flow of currency from the country has begun, but not yet in sufficient amount to affect balances; this source of relief will continue to increase until a moderate degree of ease is attained. The demand for money, though not large, is urgent, and the rates of discount high and onerous. The general dullness of business consequent upon interrupted transportation both by rail and river has had an influence in curtailing the demand for money as well as retarding the receipts from collections from the country. The rates at which bankers take paper from their customers varies from 9 to 12 per cent., while 15 to 24 are the rates demanded on outside transactions.

The market for exchange is close and firm, indicating that dealers have no large surpluses. The quotations for this market are as follows:

	Buying.	Selling.
New York.....	51c dis.	par.
Philadelphia.....	50c dis.	par.
Boston.....	50c d.s.	par.
Gold.....	134½	135
Silver.....	125@127	128@129

The movements of gold have had a margin of over three per cent. for the week, having attained its highest on the 18th, while at the close of the week it fell below the average.

The daily fluctuations have been as follows:

	Opening.	Highest.	Lowest.	Closing.
Jan. 17.....	135½	137	135½	136½
" 18.....	137½	137½	136½	136½
" 19.....	136½	136½	136½	136½
" 20.....	136½	136½	136½	136½
" 21.....	136½	136½	136½	136½
" 22.....	136½	136½	136½	136½
" 23.....	135½	135½	134½	134½

Of the present gold bill before Congress, the New York *Journal of Commerce* says:

"One of our city cotemporaries remarks this morning in reference to the proposed law to regulate the sale of gold: 'It is understood that the Secretary avowed himself in favor of the sale of gold being made public, but that he desires to retain the discretion of the time when and the amount to sell.' This is both intelligible and credible; in fact, we have no doubt whatever on the subject. No speculator would care to exercise any further control than to prescribe the time and amount of the sales. If such discretion is continued by law in the Secretary's hands, to be exercised in this city at the option of those who have his confidence, and as we believe have so much abused it in manipulating the Government gold, no one who has aided to secure that enactment should have a word to say hereafter against official corruption. The way this business has been managed here is a public scandal and so acknowledged by disinterested men of all parties. No further sanction of law should be given to these secret operations. It is not enough to compel public sales, leaving the Secretary and his confidential agents to arrange in secret the amount to be sold, and the time to sell. If gold is to be sold at all, Congress should enact that all above a given amount should be sold on the first of the week, or the first of the month, or at some specified day after the limit was reached. Then neither the amount to be disposed of, nor the day of sale, could be concealed for corrupt purposes, and speculators must conform to the move-

ment instead of regulating the movement, by agreement with the Secretary, in conformity to their plans. The propriety of this is so plain that no one can dispute it; and no other course would be thought of but for the selfishness of those who have so long preyed upon the public, and cannot bear to relinquish their power."

The disturbances of trade and values consequent upon both the hoarding and sale of gold should be provided against by the direct interference of Congress, and the enormous power of the Secretary curtailed. If the Secretary is guilty of the charge made so boldly by the *Journal of Commerce*, and it is common rumor in New York, it is the positive duty of Congress to pass restrictions to put it out of his power to injure the entire country for the sake of making a few of his personal and political friends rich. The best way of doing this is to make greenbacks receivable for customs and other payments to the Government where gold is now exclusively required, to the amount of 20 or 25 per cent., thus reducing the influx of gold into the Treasury, and approximating the value of the Government issues. Should a surplus then accrue in the vaults of the Treasury beyond the wants of the Government to meet its coin obligations, let it be sold at auction, say four times a year, when its advent on the market would be anticipated and no violent fluctuations result. From the published monthly reports of the department all alike would have notice of the probable amount, as well as the time and place of sale, the system of punishing the many to reward the few seriously interfered with, and the temptations to corruption materially lessened.

The condition of the New York market is shown by the following from the *Tribune* of Tuesday:

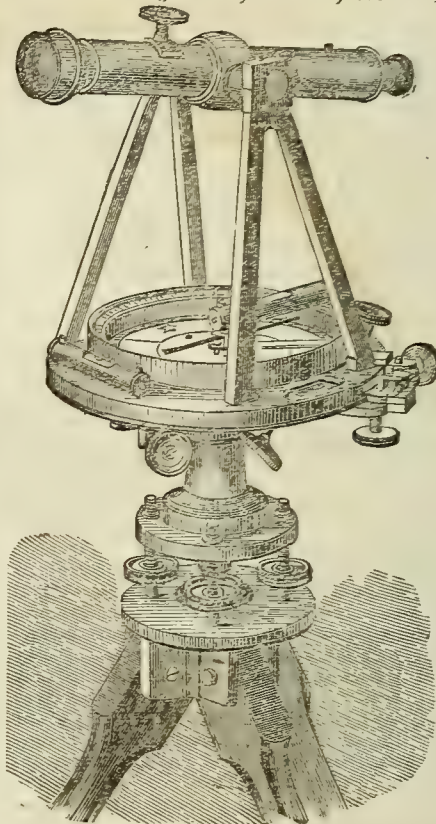
Wall-st. is quiet, and the new effort made by the inflationists to get up prices does not succeed.

Money among the brokers is 7 per cent, and nothing less is taken except for balances to save interest over night.

Business at the Stock Exchange was upon a small scale. Gold-bearing Government securities are $\frac{1}{2}$ @ $\frac{1}{2}$ lower, and the 7 30s $\frac{1}{2}$ per cent dearer. In State stocks, railway mortgages, bank shares, and the miscellaneous list little done. Railway shares were higher than on Saturday, but at the advance buyers were shy. At the Second Board the amount of business was small at better prices. Erie was quoted at 64½, and rumors spread of a "pool in it." Fort Wayne was weak and pressed for sale. At the close the market was steady at the following rates: New York Central 108½ @ 108½; Erie 64½ @ 64½; Reading 103 @ 103½; Michigan Southern 78½ @ 78½; Cleveland and Pittsburg 89½ @ 89½; North Western 42½ @ 42½; North Western Preferred, 79 @ 79½; Rock Island, 99 @ 99½; Fort Wayne, 96½ @ 96½.

RAILWAY EARNINGS YEARLY.

	1865.	1866.
Chicago & Alton.....	\$3,744,691	\$3,677,795
Chicago & N. Western.....	7,900,981	9,088,694
Rock Island & Pacific.....	3,313,514	3,478,325
Michigan Central.....	4,594,546	4,280,125
Michigan Southern.....	4,272,722	4,613,222
Western Union.....	689,353	814,996

ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.

T. F. RANDOLPH & BRO.
Manufacturers,
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

JOHN BLAKELEY,

DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

G. W. FULTON,
Civil Engineer,
CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. Sr. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No. 1, 10 in. Diam., 9 in. overall, \$40 per set of 4 springs.	
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President

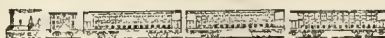
No. 14 N. Fifth St., Philadelphia.

If St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.
Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.
Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.
Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.
Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.
Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.
Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.
Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leaves SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

A FORTUNE IN ONE DAY!! GREAT EXCITEMENT \$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELLED SUCCESS!!!

Everybody Anxious for a Chance!!

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid troutling brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	
	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.	
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35 00
10 " " 9 00	50 " " 43 50
20 " " 17 50	100 " " 85 00
30 " " 26 35	

All orders executed by return mail. Money can sent by Post Office Orders, Registered Letters, or Drafts at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H. & D. & C.M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C. & I. C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C. & I. J. R. R. College Cor., Ind.
J. M. LUNT, Sup't, C. & I. C. R. R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C. H. & D. R. R., Cincinnati.
J. H. WELLS, Ass't Sup't, D. & M. R. R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G. W. R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C. & I. J. R. R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I. C. R. R., India: agt
[Aug. 2, 1866]

THE STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, with-
out piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill
its tender in the same time as from an ordinary tank;
thus dispensing with tanks, pumping ma-
chinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops
Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circulars and other information, address,

STEAM SYPHON COMPANY,
48 Dey Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19. 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.	
DAYTON.....	1	12:00 "	
URBANA.....	1	12:10 A. M.	
GALLIEN.....		3:35 "	
MANSFIELD.....	4:15 "	4:25 "	
MEA VILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
OLKAN.....	6:38 "	7:55 "	
HORNFLSVILLE.....	8:47 "	9:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BINGHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance
between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday
night instead of Saturday night. All other
Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne
and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely
new, of the most modern, substantial, and approved de-
scripti on, unequaled by any Rail way on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for
Trains.

Ample time is allowed, at all hours,
for meals.

No effort will be spared by the Company to render a trip
over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

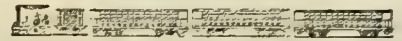
Apply in Cincinnati at New Depot of Cincinnati, Hamilton
and Dayton Railway; or at the northeast corner of Broadway
and Front streets, and at No. 64 Fourth street, nearly op-
posite Post Office. Also at any of the principal Railroad
and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express
Trains will leave New York daily (Sundays excepted) via
Central Railway of New Jersey, and Allentown, leaving
Pier 15 foot of Liberty street, North River, at 7:00 and
9:00 a. m. and 8:00 p. m. On Sundays, one Express Train
at 7:00 p. m.

Passengers by this route save 60 to 130 miles, and Two
Hours' Time over other Lines with but one change of
cars to Chicago or Cincinnati, and but two to St. Louis.
Passengers front 15 & 16 by Sound Boats or by Rail in the
morning, will have time for Breakfast before leaving the
City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. E.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives
at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This
train leaves New York Two Hours later than other Lines,
and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with
Lehigh Valley Railway to Mauch Chunk; at Reading with
Philadelphia & Reading Railway for Pottsville, arrives at
Harrisburg at 2:40 p. m. Without change of cars from
New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with
but one change to Cincinnati or Chicago, and but two to
St. Louis. This train leaves New York Two Hours later
than other Lines, and arrives at places West at
same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives
at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving
Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.;
Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at
7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pitts-
burg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Read-
ing at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at
1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing
Reading at 10:49 a. m.; Allentown 12:20 p. m.; Easton
at 1:35 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 5:20 p. m.

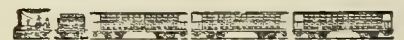
2:10 p. m.—FAST MAIL, from the West, leaving Pitts-
burg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Read-
ing at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at
7:20 p. m. Through cars from Harrisburg to New York.
Arrives in New York at 0:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7.00 A. M.	9.10 A. M.
Springfield & St. Joseph Ex.....	12.00 P. M.	4.30 P. M.
St. Louis & Chicago Ex.....	4.55 P. M.	12.15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

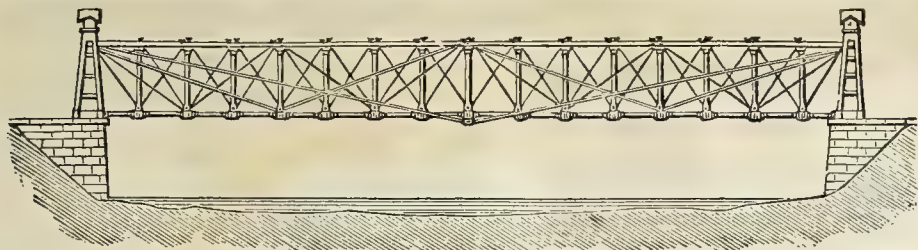
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Ac- commodation.....	5.15 P. M.	5.05 A. M.
Harrison Accommodation.....	10.10 A. M.	2.25 P. M.

Through Tickets can be obtained at the Burnet House,
Spencer House and Gibson House offices; also at the
Depot. The Passenger Depot of the Indianapolis & Cin-
cinnati Railroad is within a few squares of all the prin-
cipal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at..... 9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati..... 6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
11 P. M. Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent.

my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel Tyre.

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

to Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

e Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore

J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.

L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Burdett House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.

Omni-buses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

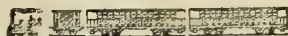
For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.

W. D. GRISWOLD,

General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANAPOLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati daily from the foot of Mill, on Front-street. Through to Indianapolis. Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—9:26 A. M.—Indianapolis Lafayette, Springfield Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:36 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omni-buses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORR, President

W. H. L. NOBLE,

General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, and ready for shipment, with instructions for applying them.

MOSELEY & CO.

Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same. &c., &c.

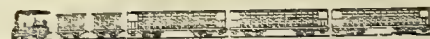
Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
WY. G. MORRIS.

Philadelphia, Wilmington & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted). 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night. On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West. 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JANUARY 31

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	15 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.

Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:30 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M.	5:30 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:30 P. M.
Hillshoro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M.	5:35 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 P. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:15 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:00 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 N.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:20 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:00 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:30 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

Land, Property and Taxation.

The State of Ohio is now the third State of the American Union in population, products, and wealth. It is, on the whole, as healthy, industrious and prosperous a community as can be found in any country. It affords a fair example of the results of Republican Government, especially in regard to industrial and financial conditions. We shall here exhibit some of these results in relation to land, property and taxation. The Auditor's Report for 1866 furnishes all the facts we need.

The general aggregate stands thus:

Acres of Land.....	25,403,301 acres.
Aggregate value of farm lands.....	\$498,771,034
Average value of farm lands.....	\$20.00 per acre.
Value of town lots & buildings.....	164,876,508
Value of personal property of all kinds.....	442,561,379
Total value of all property.....	1,106,208,921

Of the personal property \$120,000,000, in round numbers, is attached to the realty; that is, consists of animals, waggons, machinery, &c.; and of this, four-fifths belong to farms; making the value of farms really near six hundred millions of dollars. In analysing these aggregates, we should first look at lands and farming. The farm lands of Ohio are, of course, of very different values in different situations. The richness of the soil and vicinity to towns and railroads make the chief difference. The value of lands is greatest in the Miami Country, which is near Cincinnati. The average value of lands in the principal counties on the Miami are as follows:

It will be remembered the valuation is made for cash, and the prices are considerably below what they would bring on time.

Hamilton, average per acre.....	\$70 00
Butler, " ".....	42.00
Montgomery, " ".....	45.00
Warren, " ".....	36.00
Greene, " ".....	36.00
Miami, " ".....	33.00
Preble, " ".....	31.00

If we consider that this valuation was made in specie paying times; that it is an average of all description of land—and that is made for sales of whole farms for cash—we can see at once that these prices indicate very rich and valuable lands, which is the fact. The lowest prices of land in Ohio are in the North West Counties—of which, much of the land is yet uncultivated. The following are the Counties in which land is the lowest:

Fulton, average per acre.....	\$6 00
Henry, " ".....	4.50
Paulding, " ".....	4.00
Van Wert, " ".....	6.00
Williams, " ".....	8.00
Defiance, " ".....	6.00

The great Central Counties come nearer the general average, thus:

Licking, average per acre.....	\$25 00
Knox, " ".....	22 00
Muskingum " ".....	23 00
Crawford, " ".....	23 00
Richland, " ".....	25 00

The aggregate value of property in some of the wealthiest counties is as follows, viz:

Hamilton,	\$166,628,088 00
Cuyahoga,	44,787,579 00
Franklin,	33,907,175 00
Montgomery,	32,619,960 00
Muskingum,	20,177,098 00
Stark,	19,708,175 00
Butler,	23,240,677 00
Ross,	18,592,233 00
Licking,	19,504,836 00
Greene,	18,314,448 00

The most interesting question in regard to wealth is, where is the largest proportion to each individual?

The above counties present this result, viz:

Hamilton to each person.....	\$820 00
Franklin " ".....	680 00
Butler " ".....	650 00
Montgomery " ".....	620 00
Greene " ".....	700 00
Cuyahoga " ".....	560 00
Ross " ".....	530 00
Licking " ".....	520 00
Muskingum " ".....	460 00
Stark " ".....	460 00

It seems from this statement that the greatest wealth, per individual, as well as in the aggregate, exists in the large cities; but, on the other hand the distribution of wealth is much more unequal. For example, the County of Hamilton has 12,000 paupers, or those who in part, at least, have to be supported by the public. This is ten times as many as will be found in a country population of equal magnitude. The commerce of large towns increases wealth, but accumulates it in few hands.

1. The amount of strictly commercial property, available in daily operations, is thus stated for the State:

Merchants Stock.....	\$50,469,252 00
Manufacturers Stock.....	20,989,501 00
Money Stock.....	41,295,198 00
Credits, value of.....	72,658,344 00
Bank and Corporation Means.....	46,738,113 00
Personal property, not enumerated, but including Bank Capital.....	36,757,031 00
Bonds or stocks not required to be listed here.....	6,620,327 00

Aggregate of Cash Means.....\$279,527,766 00

This is the Active Capital of the State, to which the value of animals annually Marketed should be added, making full twenty millions more. THREE HUNDRED AND TEN MILLIONS OF DOLLARS may be considered the active commercial capital of Ohio. If we suppose this to return twelve per cent. net, (and we suppose

it does at least that,) and add to that the value of skilled labor employed in turning it over, we shall have near fifty millions per annum, as the net profits of Commercial, Manufacturing and Banking property. The profits of Agriculture we suppose to be about 10 per cent, and this gives *eighty millions*. But, when we speak of the *profits* of agriculture, we do not include the actual use of houses and lands, and the actual consumption of families living on them, which we suppose to be quite as much more; and then the aggregate profits of land and labor in Ohio will

probably amount to *two hundred and ten millions of dollars per annum*, and if we estimate it in another way, by taking five hundred thousand laborers, at the average daily wages of labor, we shall find that it comes to a little more than the same amount. Here we have a sort of proof of the justness of our calculations.

The question of taxation is in the economy of a State,—one of the most interesting and one of the most difficult problems to solve rightly. The taxes of Ohio, in the aggregate, were, during six years:

STATE TAXES.	1861.	1862.	1863.	1864.	1865.	1866.
For Sinking Fund	\$1,247,699 94	\$1,242,727 11	\$1,308,614 36	\$904,537 40	\$961,148 79	\$1,325,439 75
" War Fund.....	311,924 98	310,685 31	327,152 92	100,563 89	106,794 19	.....
" General Revenue Fund.....	1,247,699 93	887,661 13	934,726 57	1,005,042 05	1,067,944 15	1,104,535 46
" State Common School Fund.....	1,249,054 43	1,155,220 99	1,216,410 78	1,307,829 99	1,389,613 15	1,437,192 02
" Volunteer Relief Fund.....	531,178 80	.....	935,703 28	2,012,050 12	2,137,867 15	.....
Total State Taxes.....	4,056,379 28	4,129,473 34	4,722,607 91	5,329,963 44	5,563,367 43	3,867,167 23
COUNTY TAXES.						
For County expenses.....	\$1,326,140 43	\$1,159,949 34	\$1,111,957 11	\$1,062,038 11	\$1,143,341 05	\$1,229,261 30
" Poor purposes.....	342,225 10	227,781 54	261,159 30	395,684 58	513,957 66	586,663 08
" Bridge purposes.....	324,490 49	214,466 11	339,224 64	432,373 05	651,665 10	979,788 21
" Building purposes.....	261,087 30	157,468 90	83,065 79	192,808 08	970,728 88	368,015 06
" Road purposes.....	430,253 85	211,864 66	225,148 98	272,580 67	380,440 00	534,144 69
" Railroad purposes and debts.	538,175 85	812,204 52	648,386 99	627,540 68	595,707 33	604,760 02
Total County Taxes.....	3,222,373 02	2,783,735 07	2,671,942 81	2,982,885 17	3,555,840 02	4,301,652 36
TOWNSHIP, SPECIAL SCHOOL, OTHER SPECIAL CITY AND TOWN TAXES.						
For Township expenses.....	\$323,286 58	\$226,453 84	\$290,234 47	\$436,737 66	\$706,314 16	\$651,458 35
" Special School purposes.....	1,373,862 68	1,021,011 52	1,226,046 85	1,630,745 54	2,012,564 84	3,056,652 48
" Other Special purposes.....	535,028 45	279,743 04	1,202,266 60	3,975,698 07	5,873,043 39	1,394,076 13
" City, Town & Boro' purposes	1,560,197 88	1,322,092 52	1,455,736 16	1,976,310 98	2,735,107 84	3,236,860 58
Total Twp & Special City Taxes.....	3,792,375 59	2,849,300 92	4,174,284 08	8,019,491 28	11,327,030 23	8,329,047 54
Total County & other local taxes..	7,014,748 61	5,633,035 99	6,846,226 89	11,002,376 45	14,882,870 25	12,630,699 94
Delinquencies and forfeitures.....	585,686 03	372,776 30	290,738 88	263,299 46	324,591 07	360,570 21
Total Taxes for all purposes, including delinquencies.....	\$11,656,813 92	10,135,285 63	11,859,573 68	16,595,639 35	20,870,828 75	16,868,437 34

From this it appears, that the whole sum paid for Public Education amounts to near *four and a half millions of dollars per annum*. If, we take the County and Township taxes for the *poor* (nearly all the Township taxes goes for that purpose) it will come to *one million per annum*. If, we take out these payments, and the advances to Railroads, we find that the taxes paid for local County purposes amount to *three millions per annum*; and for City, Town, and Borough purposes also *three millions*. Thus *half* the entire taxation of the State is for local

purposes, and more than a third for education; a *ninth* part to the sinking fund. Then we have only a *twelfth* of the great revenue, which is raised in Ohio for the Revenue of the State proper. Some of the penny-wise Legislators (fortunately few) have thought they could diminish taxation, by *paring off* the little ends of the general Revenue,—the Revenue set apart to pay the general expenses of the State! They might as well attempt to make a fortune by paring candles. They try to starve the few State Officers,—by way of attempting economy.

LITTLE MIAMI RAILROAD COMPANY.—The annual election of Directors of the Little Miami Railroad Company was held in this city on Tuesday of this week. Over 30,000 votes were cast, resulting in the election of the following gentlemen as directors: W. H. Clement, N. Wright, Larz Anderson, A. Taft, J. R. Swan, J. Bacon, N. L. Anderson, B. F. Strader, J. N. Kinney, E. W. Woodward, C. H. Kilgour, A. Hiveling.

The election of officers resulted as follows: W. H. Clement was re-elected President, but at once resigned.

E. W. Woodward, late Superintendent, was then chosen to fill the vacancy.

C. H. Kilgour was chosen Vice President. J. W. Guppy, late Assistant Superintendent on the New York & Erie Railroad, was chosen Superintendent.

S. E. Wright was selected Treasurer, and D. G. A. Davenport, Auditor.

Col. N. Anderson was chosen Secretary of the Board of Directors.

General Strader resigned his position as General Ticket Agent. The office will be temporarily filled by Col. O'Brien.

J. N. Kinney resigned the office of Freight Agent. His place has not yet been filled.

DUNKIRK, WARREN & PITTSBURG RAILROAD.—This is the name of a proposed railroad from the points named. The Dunkirk Journal says that the estimated cost of construction from Dunkirk to the State line, a distance of 38 miles, is about \$1,900,000, or about \$50,000 per mile. Among the conditions precedent to a complete organization of a company and the securing of a charter, are the subscription for stock to the amount of \$38,000 (\$1,000 per mile) and the actual payment of 10 per cent. thereof. The amount of stock to be taken by the citizens of Dunkirk is \$10,000.

High-toned Gas Morality.

It is a common trick of strictly partizan newspapers on the morning of an election day, when the chances are dubious, to come out with strange inuendoes, and grave charges against opposing candidates; we say this is no new trick, and nearly all can remember instances of this character. Indeed, it became so common that the synonyme of "Rorback" or "good enough Morgan" was as well understood as the terms "seesh," "copperhead" or "bush-whacker" were during the war. After the election was over, how easy to say it was a "mistake of the printer," or to make a "scape-goat" of our "informant" who was "mis-informed." The poison was thrown out and allowed to work; it was a "good enough Morgan until after election." Then comes the *amende honorable*, the denial and the apology. It is not strange that in an heated controversy, in which some individuals have so much at stake that this *role* should be enacted, but we did not expect the effrontery of glorying in the shame of such pollution of journalism as to claim it as a virtue. On the morning of Thursday the 24th, the very day that it was well understood that the "enabling act" would come up on its final passage, the *Gazette* stated that "this, on the amount of gas consumed in this city, is sufficient to pay *seventy-five per cent. per annum*, on the entire value of the works." This, although its ears indicate its pedigree, had its effect, and after the passage of the bill, and the drunken frolic at the Neil House was over, the sin is laid to the "Printer" and it is accorded in the next mornings issue that "this correction is due to the Gas Company." We are unwilling to impugn motives, and will not for a moment entertain the idea of any difficulty in the way of the "Printer" making such an egregious blunder as to spell out in full "*seventy-five*" instead of *seven*. The *Times*, however, seems to understand it fully, and thus not only apologizes for the "Rorback" style of political warfare, but contends that a "lie, well stuck to, is as good as the truth." The *Times*, of the 25th, says:

"The *Gazette* says it wrote *seven* instead of *seventy-five*, as the types made the profit which 75 cts. per 1000 feet of gas would give on the cost of the investment of the Company. If the *Gazette* wrote *seven* instead of *seventy-five*, we wrote *ten* for *one hundred*; though, whether it be *seven* or *seventy-five*, *ten* or *one hundred*, for which we are responsible, we stand to it just as the man did who said his horse was sixteen feet high. It is much safer for us to stand to our print on this subject, since the profits of the Gas Company are, doubtless, beyond the most visionary conception."

"Big dog, Towser," growls and says: "bow, whow, whow," while "little dog Tray" snarls, and says: "baw, whew, whew."

The Gas Question.

In our last week's paper we clearly showed the *animus* that is the main spring to all the zeal and persistent energy of those who are taking such an active part in the endeavor to saddle the city of Cincinnati with a large debt for the purpose of getting a "*Hotel des Political Invalides*." We cannot but admire the benevolence (*gas benevolence*, as a morning cotemporary would call it), and extreme devotion to, and love for, the interests of the people that induces men to form "volunteer committees" to visit distant cities, pay hotel charges, railroad fare, and "stand the drinks"—not limited in number—to the capacious (and they are capacious, for *Monongahela* is distilled into them like the dew from the mountains) but polite Pittsburghers; and, as they themselves inform us, even were so lavish of their *private funds*, either from a thirst of literary fame, *love for the people*, or some other unexplained cause, as to pay for the publication of *their report*, on the strength of which the citizens of Cincinnati are called upon to "buy a pig in a poke." With this "labor of love," the efforts of this "Committee," however, does not cease, it is by "continuing in well-doing" only that they can expect to "receive their reward." Hence, we next hear of them in Columbus, in full force, and while the *organ* of the "Ring" is loud in its exclams against the Gas Company for permitting its attorney to visit Columbus during the pendency of the bill; they are fully occupied in drilling and dragooning, buttonholing and thumbing the members of the Legislature, and bringing to bear upon them all the blandishments of the lobby. The delegation of Hamilton County are given to understand distinctly that all their "hopes of the future" depends upon the manner in which they "come up to the rack, fodder or no fodder." The "*Thunderer*" would admit of no dodging the question—"those who are not for us are against us," and woe be to him who dares to seek favors of the people with the "*Thunderer*" against him, it were "better for him that he were hanged," than that he should incur its displeasure and have the wrath of the "Ring" fall upon him. The bill is passed "on time," and grave Senators and dignified Representatives are hurried away from the arduous labors and weighty responsibilities resting upon them as legislators—they are even dragged from the secret conclave of the caucus—to the banquet hall—a gas banquet—the tables groaned beneath their load of luxuries, and wine and whiskey was as free as water. *Who paid the bills?* we presume the proprietors of the Neil House could tell. It would be enough for a "casual observer" to know that the "committee" were on hand, and that each one "played well his part." What a debt of gratitude the citizens of Cincinnati owe to these devotees to their

welfare—"was ever love greater than this," that they should thus sacrifice *their time, their money, and their influence* to secure *others* from being *gobbled up* by that dreadful monster they had just throttled. *Vive la Volunteer Committee.*

It should not, however, be forgotten that the path thus pursued with such commendable zeal, is not, as would at first be supposed, an entirely new one. We find, upon investigation, that others have "gone before" and left a "bright and shining path," not unworthy of the emulation of the "Committee." We are indebted to the indefatigable Dickens for the record of their labors, and although we have not space to follow the illustrious Samuel Pickwick, Esq., G. C. M. P. C., through his peregrinations, yet we may be pardoned for alluding to the fact of the wonderful resemblance in the disinterestedness and benevolence of its character of the mission of the author of "Speculations on the Source of the Hampstead Ponds with Some Observations on the Theory of Tittlebats," and his worthy compeers, Tracy Tupman, Esq., M. P. C., Augustus Snodgrass, Esq., M. P. C., and Nathaniel Winkle, Esq., M. P. C., with the labors of the "Volunteer Committee." In both cases, the "principle" was "cordially recognized" of "every member defraying his own expenses," a *carte blanc* was in both cases given to go wherever they pleased for the purpose of "carrying the *speculations* of that learned man in a wider field, from extending his travels, and consequently enlarging his sphere of observation to the advancement of knowledge and the diffusion of learning," and in the fact that in neither case was there any "objection whatever to the members of the said society (committee) pursuing their inquiries for any length of time they please, upon the same terms."

Here, however, we regret to be compelled to say the parallel ends. The "Committee" unlike their *illustrious predecessors* and prototypes, do not intend to make "proposals to pay the postage on their letters, and the carriage of their parcels,"—why should they, when it is so much easier to give the *promise to pay* of the people, in the shape of city bonds having not more than *forty years* to run, (they will not mature in their lifetime) and thus secure the same result. The City will then have a large and valuable property, the "Ring" be provided for, the "*Hotel des Political Invalides*" endowed—all paid for—and, like the Kentucky planter, we can "hurrah and throw up our hat," we "don't owe a red cent" having "given our note for the last debt against us!" Truly the Citizens of Cincinnati should rejoice, and we doubt not they will "consider such proposal worthy of the great minds from which it emanated."

Large quantities of railroad iron and ties are being collected at Owatonna, by the Winona and St. Peter company, preparatory to extending their track westward in the Spring.

Iowa & Missouri State Line Railroad.

NAUVOO, HANCOCK CO., ILLS., Jan. 24, 1867.

EDITORS RAILROAD RECORD:—*Gentlemen*—This road, as its name indicates, is near the Iowa and Missouri State Line. Its Eastern terminus is at Montrose opposite this place, and Nebraska City on the Missouri is its Western terminus. This is one of the new roads that are extending themselves so rapidly to the West, to connect with the Pacific road. This will really be the *extension of the Central Pacific*, as any one may see by reference to a correct map of the country. It is almost an air line from Logansport, Ind., to Fort Kearney on the Platte, via. Peona, Bushnell La Harpe, Nauvoo, Montrose, Farmington and Nebraska City. This company have 100 miles graded and tied west of Farmington, culverts and bridges built ready for the iron. The road is located from Farmington to Montrose, and right of way secured. They will begin at Montrose and grade and tie the road to Farmington and immediately follow with laying the track. Nebraska City has subscribed \$200,000 to grade and tie the first 100 miles east of that place, so that we will soon have a finished road across the State of Iowa. The Nauvoo and La Harpe extension of the Pacific Railroad Co. have located their line of road from this place to La Harpe, a distance of twenty-four miles. Then they connect with the Toledo, Peoria, and Warsaw road, which will be in running order in July next. The farmers along the road give the right of way, and generally subscribe liberally for the stock.

The Company have a stock subscription sufficient to grade and tie the road. The City of Nauvoo subscribes \$25,000.

This is the straightest, shortest, and most direct route from the Eastern cities to the Central Pacific, and will take the trade and travel of the world. Time, distance, and cost of transit are the controlling laws of trade and will be obeyed in spite of all human legislation.

Yours truly,

CALVIN BRADLEY.

LOUISVILLE & CINCINNATI RAILROAD.—The Lexington Statesman says of the location of this road, that it commences at Lagrange, crosses the Little Kentucky at the mouth of Sulphur Fork, runs up Sulphur Fork and down Mill creek to the Kentucky river near Worthville, and thence follows Eagle creek and Ten-mile creek to Walton. Beyond Walton the location is not determined. This will be considerably the shortest route between Louisville and Cincinnati, the distance being about 108 miles, while the distance by Seymore, Indiana, is 136 miles. The cost of building this branch will be about \$3,500,000. Of this amount the company have the cash from the sale of 1,500 of their mortgage bonds. Of these bonds 1,200 were taken in Louisville, and 300 in Lexington. This gives them \$1,500,000.

The company propose to run three daily trains, making the distance in 3½ or 4 hours. And they estimate that the net earnings of the road will amount to \$549,600.

Southern Pacific Railroad.

PRESIDENT'S REPORT.

OFFICE OF SOUTHERN PACIFIC RAILROAD CO.,
MARSHALL, TEXAS, September 1, 1866. }

Gentlemen:

Having, one year ago, been appointed the President of your Company, I accepted the situation with a pledge that I would devote my best energies to the promotion of your interests. This pledge I have redeemed faithfully, and as efficiently as circumstances have allowed. At that time our completed road extended from Marshall 28 miles East, to a point 14 miles from navigation, at Shreveport, La. In Aug., 1863, the then existing military power caused the Company to divert the track from Swanson's Landing, a navigable point on Caddo Lake, to a line in the direction of Shreveport. The iron taken from the route to Swanson's Landing, was not sufficient to complete the track to Shreveport, and the military commander of the Trans-Mississippi Department found himself unable to furnish the remainder. Consequently, at the cessation of hostilities, the Eastern terminus of your road was near Greenwood, La., 14 miles from Shreveport. When the Company necessarily yielded to the demands of the military authority, to change the direction of its track, it was deemed by the Board of Directors of high importance to the interests of the Company, to attempt some arrangement with the Vicksburg, Shreveport and Texas Railroad Co., of La. The efforts of the Company resulted in a lease, for 22 years, of the Western section of their unfinished road Red River, at Shreveport, to the Texas line, a distance of twenty miles. The terms of lease are believed to be advantageous to both Companies, and are certainly a benefit to the people of Louisiana and Texas.

Such was the state of affairs when I assumed the management of the Company, as President, one year ago. Its condition at that time was very embarrassing. We had a road running from Marshall and ending in the woods; with no point of commercial connection. It became apparent to the Board of Directors, that the gap from Greenwood to the city of Shreveport must be filled by rail, to make the enterprise even self-sustaining. With this gap filled, large profits must ensue to the Company. The question of ability was necessarily the first to suggest itself. For a sensible solution of that question, it is necessary to premise two facts:

1st. That the Sheriff of Harrison county, Texas, on the 3d day of September, 1861, had sold out the Roadbed, Superstructure, Franchise and property belonging to the then existing Company, to satisfy executions issued in 1859 and 1860. By virtue of this sale the purchasers became the sole owners and incorporators of the Company, having been made by the statue of the State subrogators, and invested with all the rights granted to original incorporators, by the act of incorporation. Another effect of the sale was to deprive all parties holding stock in the Company, and all debts against it, of any right or power to claim or enforce the same.

2d. Previous to the surrender of the Confederate armies, the occupancy of the country by hostile forces debarred entirely, inter-communication with distant stockholders. With the cessation of active hostilities, came the destruction of our labor system, and thorough demoralization of the laborers. The exuberance of liberty was developed in general idleness and crime. Neither public enterprise nor individual pursuits could be successfully prosecuted.

I have alluded to the lease of the Western Section of the V. S. & T. Railroad. One condition of the tenure of that lease was, that the Section should be in running order by the 1st

day of August 1866. A fulfillment of that condition, under the embarrassments, growing out of disturbed labor, and crippled finances, seemed indeed not promising.

The first important measure of my administration was to secure to all the old stockholders of the Company, their rights in the present Company, as far as they would avail themselves of the privilege offered. The sale of the Road and the terms of the sale have been stated; but the purchasers were willing to allow stockholders sold out, to share the benefit of the enterprise upon their compliance with the only terms that could secure any benefits to be shared. Accordingly in October, 1865, a policy was adopted and made public to stockholders and the world. The justness or generosity of that policy has never been questioned by any genuine stockholder. The prevalence of war had prevented its earlier promulgation. Nevertheless, the present Company had protected most sedulously the interests of all stockholders. It paid more than \$450,000 of liabilities, and kept the interests of those called "alien enemies" from sequestration. This last fact was a necessary result of the sale in 1861.

I am happy to be able to report that most of the genuine stockholders have responded most heartily to the terms of the policy, and are now equal participants in our magnificent enterprise. The operation of that policy has placed the Company in its present improved condition. It enabled the compliance with the terms of lease, by the connection of Shreveport and Marshall, which was consummated on the 28th of July last, and has made us many friends amongst capitalists, who are willing to aid in the further prosecution of the work.

For the financial condition of the Company, I refer you for details to the reports of the Secretary and Treasurer. I also refer you to the Superintendent's report for amount of rolling stock and force employed on the Road; and to the report of the Chief Engineer for the condition of the work of construction, materials on hand, &c.

It appears from the reports of the Secretary and Treasurer that on the 1st day of September, 1866, there were

Debts due the Company	\$ 61,114 89
Forty-two miles of road, with rolling stock, cars, shops, &c.	1,255,000 00
Other assets	48,689 50
Balance in Treasury, Sept. 1, '66	1,103 85
	<hr/> \$1,365,907 74

Capital Stock	863,666 95
State loan and interest	132,000 00
Second mortgage bonds	150,000 00
Due for all other purposes, including construction, bills payable, &c.	163,346 23
Excess of assets over liabilities	6,894 56
Gross receipts for passengers and freights, for the year ending Sept. 1, 1866, (exclusive of amounts due from the U. S. Government for freights, amounting to some \$15,000)	40,110 28
Expended for running expenses and repairs	23,014 10
Expended for construction, exclusive of amounts still due	125,706 29

STATEMENT.—In the above there is not included about \$15,000, due from the U. S. Government for transportation. In consequence of the informality of these claims, produced by United States officers of inexperience, they have been ignored by the authorities, while the proof can be introduced that the services to the amount of these claims were faithfully performed.

Not least in importance, in estimating the value of the enterprise, is the franchise granted to the Company by the State. The laws donat-

ing lands (10,240 acres per mile) and granting loans must be familiar to you. One fact of the highest value connected with the charter is, that there is no liability of its forfeiture. There is no limitation as to time for the completion of any additional amount of road. The further progress of the road is, however, material to you, not only on account of the increased value given to your present stock, but also for enabling the Company to avail themselves of the magnificent donation of lands which will accrue on the completion of each section of twenty-five miles.

The Engineer's report insists upon the extension of the road, as early as practicable, West of Marshall.

On this subject, I fully endorse his views. We have a graded roadbed for 20 miles West of Marshall. When five additional miles, are graded, the Company will then be entitled to receive from the State, in addition to the lands already received, 200 sections of 640 acres each; and under the amended constitution of the State, the endorsement by the State of the bonds of the Company to the extent of \$15,000 for each mile graded. These bonds thus endorsed will be available in procuring materials for superstructure and additional rolling stock. A due regard to their interests should prompt the stockholders to raise means at once, sufficient to complete this unfinished section of grading, and avail themselves of the liberal aid tendered by the State. It is easily perceived that under the system proposed our road can progress Westward, and the interests of both the people and stockholders advanced. I cannot too strongly recommend early movements for this extension.

Not incompatible with this measure, is another for the extension of our road, which I will briefly discuss: In February last, a proposition from a French Company, (M. M. Bellot Des Mineres, Freres & Co.,) was received to renew a contract which had been made with them in the year 1860. An agent was despatched to France in reference to the subject, who has reported by letter to me.

On the subject of this French contract, which yet requires the ratification of the Railroad Company, I respectfully suggest that its approval be held in abeyance, until the status of our condition in the South may be such as to entertain their terms, which are, representation in the Congress of the United States, from the Southern States. In the mean time, let us proceed according to our ability. The progress may be slow but, it is sure. Let us pursue it for the present, and if the French contract can hereafter be made available, we can then approve it. It is certainly not available to us now.

The provisions of this contract are believed to be highly advantageous to the stockholders of the Company and at the same time, remunerative to the Contractors. I beg leave to call to your attention the measure, previously presented to the Board of Directors, of sectionizing the road. The plan recommended is to fix the length of sections to 50 or 100 miles each. Those who are stockholders at the time of the completion of the first section, to draw dividends on the same until the second section shall have been completed. Then the two completed sections shall be consolidated, and the then existing stockholders shall draw dividends, and so with all successive sections. This system would approach, as nearly as is practicable, in placing present stockholders on an equality of interest with those who may hereafter take stock. Almost every one of the present stockholders, has undergone a reduction of one-half his stock, and has, consequently paid (without loss of interest, counted) for the residue held, \$200 on each share; whilst those who may hereafter take stock will pay only \$100 per share. No system can of course ever equalize these

interests, but equality should, as far as possible, be maintained.

In conclusion, I take pleasure in stating, that for the successful and satisfactory management of the affairs of the Company, I am much indebted to the members of the Board of Directors for their prompt and valuable aid.

Respectfully,

J. M. WASKOM, *President.*

P. S.—The delay in publishing this report, has been caused from various circumstances:

1st. The action of the Legislature of this State was looked for with interest that might be desirable to be known to you. Nothing having been done bearing on our interest either favorable or unfavorable, it was determined to publish.

2d. Since our Stockholder's meeting, 5th Sept., the road and rolling stock has been greatly improved and increased, and the receipts over the road, 42 miles in length, is \$500 per day, and no doubt will reach \$750 per day, by the 1st of December.

J. M. W.

Fast Freight.

The Springfield, (Mass.) *Republican*, in speaking of the advantages to business men of the arrangements for FAST FREIGHT LINES, says:

"We see a sudden revival of enterprise and accommodation among the railroad managers. They appear all at once to have waked up to the wants of the public, and to the necessities of their own situations. The improvements in the express business is quite manifest; the passenger trains are relieved of the heavy burdens of the express cars; and the work is done by these night special express trains more promptly and satisfactorily than before. Then these new combinations for forwarding long through freights are giving certainty and speed to heavy transportation, and making it possible for merchants and commercial men to make contracts with confidence that they can fulfill them. Freights come through from St. Louis to Boston, even in the same cars, and on time that can for once be depended upon. There must now be a half dozen of these "fast freight" lines, so called, one of red cars, one of blue and one of white, one with a star painted on them, and so on. They are made up at the several central produce markets of the West, as St. Louis, Chicago and Buffalo, and are sent through under common management to Boston or New York, and intermediate business points. In some cases the railroads themselves make the combination, contribute the cars, and employ a special set of agents to manage them, and divide expenses and receipts according to the distance run on each road. In other cases the fast freight lines are owned and managed by a sort of middlemen, like the express companies, who pay the railroads a certain price for the use of the cars and the conveyance of them, and then fill them up with freight at such prices as they can get themselves. In either case the public secures its desired accommodation, gets the ability of dealing with a single party for freight across half the continent, and has its redress of a single party for any loss of goods or failure to deliver in the agreed time, instead of being lost amidst a multiplicity of corporations, that had no visible get atable bodies, whatever might be their condition as to souls, and of being told everywhere that "nobody was to blame" for loss, or accident or delay."

THE CLEVELAND & MAHONING ROAD.—The annual meeting of the stockholders of this road was held in Cleveland on Wednesday. President Tod, in his annual report, says:—I have not the data for comparison with other roads terminating in Cleveland as to local travel, but all now know that our road is far in advance of any other. The total coal trade for the past year amounted to 404,500 tons, of which 203,500 tons were carried to Cleveland and Newburg. The "amount of black loading in ore for our coal cars" was 118,000 tons. The "manufacture of iron in the Mahoning Valley has increased" to over 1,000 tons per week, and so rapidly, so as to have furnished 44,000 tons of freight for the past year. You will not regret that by reason of your having parted with the management of the road, other parties than yourselves enjoy the large share of the fruits of this enterprise, for as your main purpose in the construction of the road was to develop the resources of the country, and as the income you derive from your investment in the stock of the company is reasonably remunerative, your expectations are fully realized. As you are aware, semi-annual dividends of four per cent. each, free from State and national taxes, have been declared and paid during the past year, and like dividends may be expected in the future.

George Wygatt, Secretary and Treasurer of the company, presented the following balance sheet:

Hubbard Branch Sinking Fund...	\$52,900 00
U. S. Government 5-20 bonds.....	1,200 00
Bills receivable.....	211,562 00
Real Estate.....	38,694 83
Sinking Fund, 3d Mortgage Bonds	158,300 00
Land Contracts.....	33,848 92
Construction.....	3,239,484 83
Cash.....	50,361 50
United States.....	2,042 33
Sundry Accounts.....	6,056 19

Total.....	\$3,794,403 00
Hubbard Branch Bonds.....	157,500 00
First Mortgage Bonds.....	850,000 00
Second Mortgage Bonds.....	200 06
Third Mortgage Bonds.....	666,200 00
Stock Script.....	1,049 00
Capital Stock.....	2,044,500 00
Real Estate Bills.....	10,000 00
Profit and Loss.....	45,160 89
Dividends unpaid.....	12,080 05
Sundry Accounts.....	17,613 42

Total \$3,794,403 51

The stockholders elected the following officers to serve during the following year:

President—David Tod, Briar Hill.

Secretary—George Wygatt, Cleveland.

Directors.—David Tod, Briar Hill, Frederick Kinsman, Charles Smith, Henry B. Perkins, Warren Dudley Baldwin, Joseph Perkins, Cleveland; Reuben Hitchcock, Painesville; James Magee, Philadelphia, Pa.; and R. W. Cunningham, New Castle, Pa.

BOSTON AND MAINE RAILROAD.—The report of this company made to the Secretary of the Commonwealth, says that the earnings of the road for the year ending November 30, 1866, were \$1,575,826 16; and the net earnings, after deducting expenses, \$498,498 67. The capital stock is stated at \$4,155,700. The number of passengers carried in the cars was 2,935,327, and the number of tons of merchandise carried was 321,798. The total cost for the maintenance of the road has been \$229,102 63. The rolling stock of the road consists of 38 engines, 63 passenger cars, 17 baggage cars, and 744 merchandize cars.

Railroads in the United States.

We copy from the New York *Railroad Journal* the following table, showing the length of railroads in the United States, together with their total cost and cost per mile. It appears that the increase of road way brought into use during the year, has been 1,535 miles.

LENGTH AND COST OF RAILROADS.

States.	Mileage.		Cost of Works.	
	Total.	Completed.	Total.	Per mile.
Maine.....	640 59	509.37	\$18,498,822	\$36,315
N. Hampshire.....	659.33	659.33	22,051,983	33,446
Vermont.....	594.59	594.59	24,591,887	41,664
Massachusetts.....	1,393.05	1,330.97	64,420,094	49,401
Rhode Island.....	151.74	119.24	4,858,799	40,747
Connecticut.....	717.54	637.54	24,370,018	38,225
New York.....	3,305.30	3,025.50	152,570,769	50,431
New Jersey.....	949.91	944.41	55,994,403	61,913
Pennsylvania.....	4,049.14	4,037.19	210,080,309	52,037
Delaware.....	172.40	150.40	5,606,864	37,279
M'd & Dist. of				
Columbia.....	727.70	522.60	30,573,275	58,501
W't Virginia.....	374.75	364.75	24,978,843	68,498
Kentucky.....	962.10	625.90	22,592,122	35,776
Ohio.....	3,974.26	3,402.93	135,231,975	39,739
Michigan.....	1,864.32	966.12	41,675,724	43,143
Indiana.....	2,490.47	2,211.80	79,186,727	33,802
Illinois.....	3,705.15	3,250.05	139,084,414	42,795
Wisconsin.....	1,324.41	1,045.41	40,081,360	38,343
Minnesota.....	1,499.00	392.00	12,150,000	31,760
Iowa.....	2,344.10	1,154.10	45,480,000	39,407
Missouri.....	1,703.39	937.75	51,357,077	54,995
Kansas.....	520.50	240.50	9,750,000	40,540
Nebraska.....	646.50	275.00	12,500,000	45,454
California.....	1,048.00	321.50	24,200,000	75,272
Oregon.....	259.50	19.50	500,000	25,641
Virginia.....	2,054.48	1,416.70	49,974,437	35,275
N. Carolina.....	1,352.42	977.30	20,030,310	20,485
S. Carolina.....	1,072.93	908.93	25,207,977	25,491
Georgia.....	1,651.23	1,437.22	29,177,663	20,301
Florida.....	592.50	407.50	8,868,000	21,762
Alabama.....	1,434.70	891.16	91,550,962	24,154
Mississippi.....	1,072.12	567.12	25,416,394	29,315
Tennessee.....	1,392.49	1,317.78	34,185,215	25,937
Arkansas.....	701.33	191.00	4,400,000	43,562
Louisiana.....	838.00	335.75	13,627,664	40,577
Texas.....	2,767.00	479.50	17,280,000	36,044

Total.....51,606.54 38,896.26 \$1,502,464,085 \$40,723

The following table from the same source shows the annual amount of railroad completed during each year, from 1828 to the present time:

Year.	Miles.	Year.	Miles.
1828.....	2	1848.....	5,682
1829.....	28	1849.....	6,359
1830.....	41	1850.....	7,477
1831.....	54	1851.....	8,589
1832.....	131	1852.....	11,027
1833.....	576	1853.....	13,497
1834.....	762	1854.....	15,672
1835.....	918	1855.....	17,398
1836.....	1,102	1856.....	19,251
1837.....	1,421	1857.....	22,625
1838.....	1,843	1858.....	25,090
1839.....	1,920	1859.....	26,755
1840.....	2,197	1860.....	28,771
1841.....	3,319	1861.....	30,593
1842.....	3,877	1862.....	31,769
1843.....	4,174	1863.....	32,471
1844.....	4,311	1864.....	33,660
1845.....	4,522	1865.....	34,442
1846.....	4,750	1866.....	35,361
1847.....	5,336	1867.....	36,896

TAUNTON BRANCH RAILROAD.—The income of this company for the year ending November 30, 1866 (after deducting \$114,190 03 paid to the Boston and Providence Railroad company in tolls for passengers and freight carried over its roads), was \$99,485 86; and the expenses \$69,310 91—leaving as net earnings the sum of \$30,174 95. During the year 208,466 passengers have been carried in the cars, and 81,347 tons of merchandize. Two dividends of four per cent. each have been declared and paid since the last report. The amount of share capital is \$250,000, which represents the cost of road and equipment. The company has no bonded debt.—*Railroad Journal.*

Boston and Providence Railroad.

The earnings and expenses of this road for the fiscal years ending November 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers.....	\$624,136 86	\$651,756 12
" freight.....	547,755 61	490,334 67
" rents.....	12,256 55	11,421 96
" expresses.....	13,672 20	13,933 07
" mails.....	9,575 00	9,575 00
" interest rec'd.....	7,107 86	6,763 22
" dividends on st'k 6,600 00		7,000 00

\$1,221,104 08 \$1,190,784 04

Operating exp.....	\$649,965 83	\$716,405 10
U. S. Government and State Tax.....	102,595 81	88,548 64
Interest paid on bonds	2,209 60	1,186 25

\$854,770 74 \$806,139 99

Net earnings.....	\$366,333 34	\$384,644 05
Dividends.....	331,000 00	336,000 00

Surplus.....\$35,333 34 \$48,644 05

Miles run by engines....	450,096	441,786
Cost of fuel per mile....	22.62 cts.	20.45 cts

In the opening expenses, as given above, is included the sum of \$26,922 86 carried to renewal fund, for renewals. The report says:

We have laid, during the year, about 270 tons, or three miles of steel rails, and have made arrangements for putting down about 800 tons next year. The evidence derived from the experience of other roads, in this country and in Europe, in reference to the durability of this description of rails is very full and satisfactory, and our own experience in regard to a few laid in 1865 goes very strongly to confirm it.

The indebtedness of the corporation is \$15,000 upon bonds payable in 1868.

During the year there have been carried in the cars 2,003,447 passengers, of whom no one has been injured while in the cars, and no person in the employment of the corporation has met with any serious accident.

BALANCE SHEET, NOV. 30.

	1865.	1866.
Capital stock.....	\$3,160,000 00	\$3,360,000 00
Bonds payable 1868.	21,500 00	15,000 00
Dividends unclaimed.	3,160 00	3,896 00
" Jan. 1.....	168,000 00	168,000 00
Cash bal. due from the corporation....	60,535 60	41,974 27
Funds for renewals, etc....	212,334 41	139,247 27
Income—bal. as the surplus earning.	493,407 33	542,051 38
	\$4,218,927 34	\$4,270,168 92
Construction.....	\$3,152,600 00	\$3,152,600 00
Equipments.....	207,400 00	207,400 00
Notes receivable.....	163,955 03	40,955 03
Cash.....	9,124 13	139,886 02
Cash for dividends...		3,896 00
Cash balance due the corporation.....	63,911 32	44,133 22
Boston and Providence Railroad....	30,000 00	30,000 00
Stanton Branch R. R.	40,000 00	40,000 00
Land that may be sold.....	43,543 15	52,618 15
Balance due the corporation.....		60,109 71
Materials on hand...	175,530 42	166,668 49
Real Estate.....	104,000 00	103,039 01
Cost of land and filling in.....	228,863 29	228,863 29
	\$4,218,927 34	\$4,270,168 92

The company have 30 locomotives; 41 passenger and 12 baggage cars, 205 house, 37 platform, 48 coal and 65 gravel cars.

The number of passengers carried during the year 1866, was 2,003,447.

President.—CHARLES H. WARREN.

Directors.—C. H. Warren, George W. Hallett, Samuel T. Dana, T. P. J. Goddard, J. H. Clifford, J. Huntington Walcott, and C. C. Chadwick.

Superintendent.—DANIEL NASON.

The Pennsylvania Railroad Company.

A glance at the map of the United States discloses the fact that Pennsylvania has a seaport, a harbor on the lakes, and a city at the head of the Ohio river, which drains the eastern slope of the Mississippi valley. Upon the three navigable water systems which drain all the States between the Rocky mountain crest and the Atlantic coast, Pennsylvania has three ports one in each hydrographic basin. These three ports enable Pennsylvania to participate in the foreign commerce of the world, in the steamboat navigation of the Mississippi and its affluents, and to employ propellers and sailing vessels on the Northwest lakes. Between these three ports there is unbroken communication from west to east and from east to west, over iron track of uniform gauge, operated by one corporation, the Pennsylvania Railroad Company. As a ground plan it is difficult to conceive a transit or portage, on a large scale, more comprehensive or complete than the connected roads operated by the Pennsylvania Railroad Company, lengthwise over the State, reaching from its seaport to its capital, and thence over diverging lines, to Pittsburg and Erie City.

Traversing a Commonwealth abounding in native staples that are eagerly sought as well in markets beyond as within the State, there are resources at and between the forking termini of the Pennsylvania Railroad Company's iron routes capable of almost unlimited development. And in addition to these home and wayside sources of traffic, the Pennsylvania Railroad, between Philadelphia and Pittsburg, unites the portals of the East and West, and opens a way for intercourse and intertrade between the seaboard and the inland States. The Pennsylvania Railroad is, therefore, at the same time a State route, a United States route, and a Continental highway.

And considering the great railroad corporations in England as they are, and the Pennsylvania Railroad Company as it is, the continued expansion of the Pennsylvania Railroad Company is inevitable; because independent of the through traffic to be cultivated and cared for, the growth of local business is so real and so rapid that it is always up to, and sometimes in advance of, its allotted accommodation.

It must be borne in mind, moreover, that Pennsylvania is this day deficient in railroad mileage, especially portions of the State west of the Susquehanna river. And as there are three railroad corporations in England (which in area is only equal to the area of Pennsylvania with one-half of New Jersey added), each of which has an invested capital exceeding two hundred millions of dollars, it must not be expected that the Pennsylvania Railroad Company will or can stop at forty millions, nor fifty millions.

Occupying so large a part of the State, the Pennsylvania Railroad Company cannot cease to accommodate additional traffic from year to year, so long as there is development and progress at and between the three ports which are linked together, in its contracts and programme. The railroad interest of Pennsylvania as a State is a big theme; and the policy of the largest railroad corporation in the State is a fruitful topic.—*Min. Reg.*

ST LOUIS AND CEDAR RAPIDS RAILROAD.—Messrs. Wolf & Carpenter have just closed the contract for grading and bridging this road from the State line to Bloomfield to Messrs. Smith & Stuart, energetic contractors who have recently completed a large work for J. S. Wolf & Co., on the Burlington and Missouri River Railroad. They are to have all the grading and bridging done by August 1st, 1867. They are already at work vigorously on the heavy cuts and have a large force getting out timber.

Messrs. Wolf & Carpenter have also let the contract for the ties to the State line to Bloomfield, the same to be delivered by the time the grading is completed.

In view of the rapid progress now being made by the North Missouri Railroad, it seems probable that it will be completed to the State line by next September, in which event, Messrs. W. & Co., state that there will be no trouble in getting the iron laid to Bloomfield by December next. The Bloomfield people are jubilant over their prospects, and are cheerfully furnishing the wherewith to push forward the work.

CINCINNATI, DAYTON & EASTERN RAILROAD.—The Sandusky Register of Friday says this company have closed a contract with Messrs. Dodge, Frost, Stearns & Co., well and favorably known railroad contractors of Southern Ohio, for the grading and mason work of their Short Line road between Dayton and Cincinnati, thus completing the line from Sandusky to Cincinnati. Messrs. Dodge, Frost, Stearns & Co. are the builders of the new Marietta road, and their names are a sufficient guaranty that this work, in which Sandusky is so deeply interested, will be done in a workmanlike manner and with dispatch. The contract provides that the grading and masonry shall be completed before the first of December of this year, and work is to be commenced as soon as the frost leaves the ground. The contract has been let on terms most favorable to the Company, owing partially, of course, to the cash system on which the road is built and the heavy resources of the controlling owners. We again congratulate our citizens and our friends along the line of the road, on the immediate prospect of once more being on an important through line of railway from the East to the West and Southwest.

THE DAYTON SHORT LINE RAILROAD.—An officer of the Cincinnati, Dayton and Eastern Railroad Company authorizes us to say that the statement which appeared in the Dayton Journal, on Saturday last, that the Cincinnati, Dayton and Eastern Railroad Company had leased its road to the Cincinnati, Hamilton and Dayton Railroad Company, is without the shadow of truth or justification. Further, that there is not now, and there never has been any negotiations or communications upon the subject, between the officers of the respective companies. On the contrary, the contract for constructing the Dayton Short Line Road, from Dayton Southward to the point of Junction with the Cincinnati, Wilmington and Zanesville Road, has been awarded to Dodge, Frost, Stearns & Co., and they are now making preparations to commence, at as early a day as the weather will permit.—*Commercial.*

The Iron Mountain, and Cairo & Fulton Railroads have been sold again by McKay & Read, the purchasers from the State. They cleared \$875,000 by the transaction.

[Communicated to the Cincinnati Times.]

"Lo! The Poor Indian."

CINCINNATI, January 21, 1867.

EDITOR TIMES:—After reading your article, which appeared one day last week, under the above caption, I laid the paper aside for the purpose of answering it at the first leisure moment. The general tenor of your article is a justification of the atrocities committed by the Indians in consequence of bad faith manifested toward them on the part of the people and Government of the United States. That lawless people are to be found in this as well as other countries, no one will deny.—Our State prisons is an admission to this fact. But those who erect these prisons, and frame laws for the punishment of crime, are the rulers who hold the scales of justice, and constitute the Government. Indian tribes have never been held subject to our local laws, but have been dealt with entirely by treaties made with them by the General Government. That Government, I will venture to say, has more than fulfilled all her treaty stipulations with these savage tribes.

It has protected and paid them annuities without any return therefor, save that of treachery in the hour of trial, and butcheries without number in times of "peace," of women and children, for no other reason than to satiate their thirst for human blood. All efforts for their civilization have proved abortive—and ever will.

You say, "It is well for us that the red man was ignorant of the grasping, monopolizing, swindling disposition of the white man during the first century of the settlement of this continent, else there would have been an utter extermination of our race in America." In answer to this I will say, had these savages been twice as numerous, and every one of their warriors been a Red Jacket or a Tecumseh, they could not have prevented the final settlement of this country by the superior race that to day stretches its telegraphic wires throughout the civilized world—builds cities of two hundred thousand inhabitants in one third of a century, and boasts of more railroads than Indian paths found at the height of savage glory.

Speaking again of our encroachments upon the rights of these savages, you say:

"Had this country been settled on just and natural principles, that is, the first colonists taking so much land as they actually needed for their own personal use, without any land monopoly, there would have been no trouble with the Indians. Had the increase of our population only flowed over the lines of the last settlers for just what room they needed, and no more, the savages would not have discovered any injustice in it, nor become alarmed for their own safety."

In this extract you treat the Indian race as an enlightened people. Let us admit this for the sake of argument. If they were the bona fide owners of the land, I don't see how you would have prevented "trouble" by permitting or forcing our population "over the lines of the last settlers for just what room they needed." It appears to me that if A, living on a small farm adjoining that of his neighbor B, possessing a greater number of acres, should remove his line fence so as to inclose just what additional room he needed, B would fail to see the justice in it, and become so alarmed for the safety of his remaining acres that he would not only claim the rails as his own property, but commence suit against A for trespass.

In conclusion you say:

"The settlement of the country densely, as the population rolled westward, would have ever presented such a solid front to the savages, that they could have done nothing against the whites, even had they disposed to oppose their progress. This would have been the natural and the divinely appointed method of settlement. No one should have been allowed to get or hold an acre except for his own personal use. The natural instincts of the Indian would have respected the right of every one to a place on which to be and to work."

The settlement of a new country in the manner indicated would be an impossibility. The beds of our rivers were gradually prepared by nature to contain the necessary volume of water now flowing within their banks. Thus, one after another hardy pioneer must penetrate the wilderness and blaze the trees, along whose path is afterward to flow the stream of immigration. This, Mr. Editor, is the "divinely appointed method of settlement."

In the above paragraph you speak of the natural instincts of the savage to respect the rights of others. Where or when did they ever show it?

They are constantly violating the treaties with the Government—they know nothing of civilized warfare—they fire dwellings and roast alive the inmates, without any formal declaration of war—outrage women and dash out the brains of infants passing through their country, and stand before the world confessed demons incarnate. Yet, in the face of all this, we hear people plead for the "poor Indian!"

The Almighty never intended the Indian race should be a stumbling block to the advancement of civilization, and therefore has wisely decreed his speedy extinction; and the Government would act wisely, if next spring it sent enough troops to the scene of their depredations to wipe them out entirely.

PROGRESS.

We would make but one suggestion, and that is that the President should appoint the Editor of the *Times* who severely criticises the above article, as *Indian Agent*, to succeed Mr. GEORGE W. LEIH, to whose death we alluded in our week before last's issue; his death being attended with circumstances peculiarly displaying the "natural instincts of the savage to respect the rights of others," they having in mere playfulness we suppose, after receiving at his hands the presents of their "Great Father at Washington," humanely murdered him and cut out his heart. The *Times* Editor would have an opportunity of giving full scope to his altopian ideas. Better try it, he shall have our influence to secure the appointment.

A contract has been entered into between the C. F. and Minnesota R. R. Company and Dubuque and Sioux City Railroad Company, by which the latter Company leases the Valley road north from Waterloo to Waverly for the term of forty years. One of the conditions is that the D. & S. C. R. R. Company use proper diligence in extending the road up the valley with the view of connecting with the St. Paul road now being constructed south with the Cedar Valley.

Failures in 1866.

The following abstract from R. G. DUNN & Co.'s Circulars of the Mercantile Agency, of New York City, shows the comparative results of trade operations for several years.

We beg to submit, herewith, the statement of failures during the past year as compared with those of the preceding ten years. From 1862 to 1865, in consequence of the war, it was impossible to obtain the failures in the Southern States; our statistics are therefore incomplete with regard to the country as a whole; but in the Northern States the figures are given for each year. It will be seen that during 1866, there is a very considerable increase in the number, as compared with the preceding four years, and that the amount of liabilities has been largely augmented; but taking into account the failures from 1857 to 1861, the failures of the past year are less in number and amount than those of any one of these five years, and in view of the enormously increased trade, and the unsettled condition of commercial matters generally, the figures for 1866 cannot be called excessive:—

FAILURES.

IN NORTHERN STATES ONLY.			IN ALL THE STATES.		
DATE.	NO.	LIABILITIES.	NO.	LIABILITIES.	
1857.....	4257	\$265,818,000 00	4932	\$291,750,000 00	
1858.....	3113	73,608,747 00	4225	95,749,000 00	
1859.....	2959	51,314,000 00	3913	64,494,000 00	
1860.....	2733	61,739,000 00	3676	79,807,000 00	
1861.....	5935	188,632,000 00	6993	207,210,000 00	
1862.....	1652	23,049,000 00	—	—	
1863.....	495	7,899,000 00	—	—	
1864.....	520	8,579,000 00	—	—	
1865.....	530	17,625,000 00	—	—	
1866.....	632	47,333,000 00	1505	53,783,000 00	

Notwithstanding the increase of failures, as above noticed, there is much in the history of the year just closed which calls for sincere congratulation. Ever since the suspension of specie payments and the creation of an inflated currency, the community has been led constantly to anticipate a crisis, which for magnitude and extent should exceed all other events of that character in our previous history. But another year has passed and no great calamity befallen us. Yet while the year has not produced a crisis, it can hardly be said to have yielded an average return of profit. While in 1865 more money was made in proportion to the number engaged than ever before in the same period, it may safely be said of 1866 never before was their less money realized from a volume of trade of the same extent. Many manufacturers have barely held their own, while importers and jobbers have made but small returns in proportion to the extent of business done. Farmers and all others who till the soil have doubtless realized good profits, while lumberers have had a success quite equal to, if not better than the average of years.

The commercial community, however, as a class, have not added largely to their profits by the year's operations. It is questionable whether this is chargeable either to country or to the prevailing state of the finances. If money has not been made, it is the result of individual indiscretions, rather than of any serious disadvantages under which trade has labored. Generally speaking, manufacturers have produced more than the demand of the market, and importers have imported largely in excess of their requirements. So far as the resources of the country are concerned, they never were more apparent, or more easy of development, than now; and keeping in view their variety and extent, the genius of our people and their marvellous productive power, there seems nothing in the immediate future to call for any great anxiety.

MONETARY AND COMMERCIAL.

A falling off in the demand for money, consequent upon the general dullness of trade, combined with better collections, and the return flow of currency used in the Pork trade, has not been without influence, and more ease in the market is the result. When the policy of the government shall be definitely indicated in reference to finances, more stability will be given to the market, and large amounts of capital, long hoarded, will seek investment, but so long as the present uncertainty exists, a feverish and excited condition must be expected. Banker's rates for discount to customers are from 9 to 12 per cent., while the ruling figures for outside transactions range from 15 to 24 per cent.

In the market for Exchange there is nothing new to note, with a limited demand and the supply not greatly in excess, the market is steady at the quotations:

	Buying.	Selling.
New York.....	par.	50@1-10c prem.
Philadelphia.....	par.	50@1-10c prem.
Boston.....	par.	50@1-10c prem.
Gold.....	134 1/2	135
Silver.....	120@127	122@129

The course of the gold market has been more uniform than usual, the fluctuation being very trifling:

	Opening.	Highest.	Lowest.	Closing.
Jan. 21.....	134	134 1/2	133 3/4	134 1/2
" 22.....	134 1/2	134 3/4	134	134 1/2
" 23.....	134 1/2	134 3/4	134 1/2	134 1/2
" 24.....	134 1/2	134 3/4	134 1/2	134 1/2
" 25.....	134 1/2	134 3/4	134 1/2	134 1/2
" 30.....	134 1/2	134 3/4	134 1/2	135

In the New York stock market, a panic seems to have had full control, as will be seen by the following comparative table of prices:

	Jan. 15.	Jan. 29.
New York Central.....	108 3/4	97 1/2
Erie.....	65 1/2	51 1/2
Hudson River.....	126 1/2	120 1/2
Reading.....	104 1/2	101
Michigan Southern.....	80 3/4	68 7/8
Illinois Central.....	120 1/2	112
Cleveland & Pittsburg.....	91 1/2	76
Chicago & Northwestern.....	43 3/4	33 3/4
Do Preferred.....	8 3/4	60 1/2
Cleveland & Toledo.....	124	117 1/2
Rock Island.....	102 1/2	93 1/2
Pitts. Fr. Wayne & Chicago.....	102	94 7/8
Ohio & Mississippi Certificates.....	27	23
Western Union Telegraph.....	46 1/2	43 3/4

Of the effects of this condition of the market the *Tribune* says: The share market is a good deal disturbed, and has not recovered from the shock of last week, which has disclosed more weakness than was supposed to exist among the operators for an advance. The small dealers with slender margin have been cleaned out, and are not able to assist "the public," which commenced to buy on Saturday. The short interest has been extinguished in a great degree, and the market rests almost wholly on the investment demanded, now nearly nominal. After the call, prices, which were quite steady at the Stock Exchange, broke upon the leading shares, Erie selling at 56 1/2 against 58 1/2, and Michigan Southern at 69 1/2 as against 72 1/2, with corresponding weakness in other shares. In the afternoon quotations were again unsettled, and the buying was limited to purchasers to ease short contracts. Late in the afternoon there was a semi-panic in several shares, and a general scramble to sell was made. Margins in many cases are becoming reduced again, involving further sales of stocks by brokers for their protection. The closing prices were: New York Central, 97 1/2@97 3/4; Erie, 53 1/2@54; Reading, 100 1/2@100 3/4; Michigan Southern, 67 1/2@67 3/4; North-Western, 32 1/2@32 3/4; North-Western Preferred, 61@61 1/4; Rock Island, 91@91 1/4; Fort Wayne, 93@93 1/4. Quotations are on a trustworthy for the moment, and the market

closes more unsettled and feverish than for a long period.

The results in this City are commented on by the *Gazette* as follows:

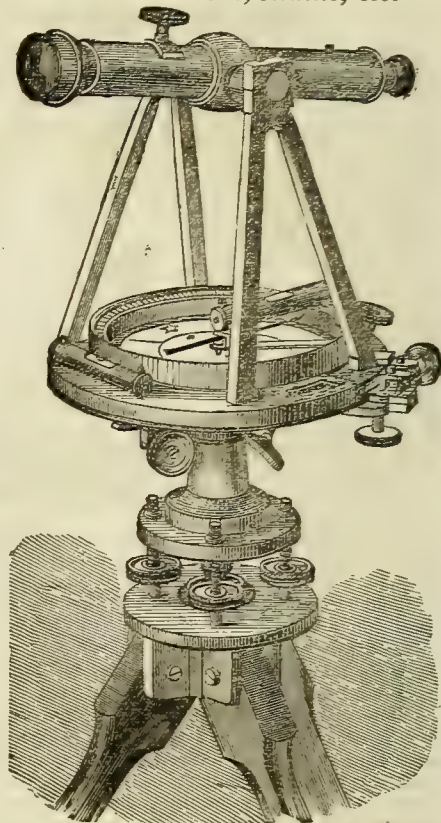
Messrs. Keys & Bro., engaged in the stock business, suspended business last week in consequence of the panic in New York. This house suffered from a desire to save their customers. Had they been as careful of their own interests as they were of those for whom they did business, there would have been no trouble. As it is we are glad to know that they are again able to go on. We did not mention this occurrence before, because it did not affect parties outside of the house. They have no liabilities here. This occurrence caused rumors to be circulated affecting the house of Mowry, Keys & Bond, New York; but we are pleased to be able to state that the firm in question have not been in trouble and have not only been able to take care of themselves, but found it convenient to extend assistance to some of their friends who were in need of it. At the close of business on Saturday the house did not owe a dollar of borrowed money. Besides, the aggregate property of the members of firm, outside of their banking and stock business, is large.—The only other case to which we have to refer is that of Geo. C. Glass & Co., who made an assignment on Monday morning. This course was decided upon in consequence of apprehended trouble from the occurrences of the previous Saturday. Mr. Glass feared he would not be able to get through, and decided to assign for the benefit of his creditors. He subsequently found that his friends would have given him the necessary assistance had they been applied to. The losses by this failure will be trifling. Mr. Glass is esteemed very highly on Third Street, and no one has more confidence in his integrity, or sympathizes with him more fully, than those who suffer by his misfortune. We have thus told the whole story out of which a flood of rumors have grown.

NUMBER OF VESSELS THAT PASS DETROIT.—
The number of passages of vessels through Detroit river last season was almost fabulous. Mr. Fred. Grimm, the light-house keeper at Wind-mill Point, has kindly furnished us the record of the number which passed his station during his waking hours, which may be increased 30 per cent. by the night passages. It is as follows:

April.....	731	September.....	2,261
May.....	2,244	October.....	2,420
June.....	2,394	November.....	2,051
July.....	2,458	December.....	184
August.....	2,458		
Total.....			17,201
Add 30 per cent. for night passages.....			5,160

Grand Total..... 22,361
This is equal to one vessel every fifteen minutes throughout the navigable season of eight months; and were the passages made in one continuous tow, the line would extend 1,694 miles. Of the passages, half were downwards say 11,180; of this number let us estimate that one-third, or 3,727, were laden with products for the seaboard; and then add the regular twenty per cent increase, year by year, and it becomes very palpable that the canal in question can not be constructed too soon. In a few years the West will need every outlet that can be opened for her, and it is for the interests of Buffalo to see that her harbor is not so gorged with Western stuffs in the coming time as to paralyze all efforts to discharge it, and thus perhaps divert a great part of the carrying trade of the Mississippi river.—*Detroit Free Press.*

ENGINEER'S TRANSITS, LEVELS, Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers,
67 West Sixth St.
CINCINNATI, O.

Jan 24/67, 3mp

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

*Productive Wells all
around them.*

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167 Walnut Street,
CINCINNATI.

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

108 RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

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PHILADELPHIA

G. W. FULTON,
Civil Engineer,
CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1867, for the Graduation and Main line of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steamboat and turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 1st of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known, and the company reserve the right to reject any bid not deemed to their interest.

I. M. St. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No 1, 10 In. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " 6 1/2 " " 35 " "	
3, 8 " " 11 " " 36 " "	
4, 8 " " 9 " " 35 " "	
5, 7 1/2 " " 6 1/2 " " 30 " "	
6, 10 " " 8 " " 40 " "	
7, 7 1/2 " " 8 " " 35 " "	

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

ff St., New York

OLD RELIABLE

LITTLE MIAMI

RAILROAD:



VIA COLUMBUS.

Shortest and Quickest Route to all the
Eastern Cities, Towns, Villages
and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains Leave SUNDAY Night instead of Saturday Night.

P. W. STRADER,

General Ticket Agent.

A FORTUNE IN ONE DAY!! GREAT EXCITEMENT \$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!

Tickets Selling very Rapidly!

UNPARALLELED SUCCESS!!!

Everybody Anxious for a Chance!!

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " a House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed.....	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/2 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " Pianos, (Steinway's and Chickering's).....	5,000
40 " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention.....	
	9,100
	\$150,000

One Premium to each purchaser of a ticket.

THE GRAND MATINEE

will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.			
5 tickets to 1 address, \$4.50	40 tickets to 1 address, \$35.00		
10 " " 9.00	50 " " 43.50		
20 " " 17.50	100 " " 85.00		
30 " " 26.25			

All orders executed by return mail. Money can be sent by Post Office Orders, Registered Letters, or Drafts at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

J. J. ADAMS,
Manager and Agent,
64 Nassau St., N. Y.

WM. MERCER, E. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D. & D.&M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A. & G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., Indianapolis
[Aug. 2, 11.]

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STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

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VERY CHOICE

Oil Lands

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Kentucky & Tennessee,

FOR SALE BY

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CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.	
DAYTON.....	1	11:00 "	
URBANA.....	1	12:40 A. M.	
GALLION.....		3:35 "	
MANSFIELD.....	4:15 "	4:25 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
OLEAN.....	6:38 "	7:55 "	
HORNELLVILLE.....	8:47 "	0:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BINGHAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	8:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS } At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:10 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front the East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 light

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:02 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

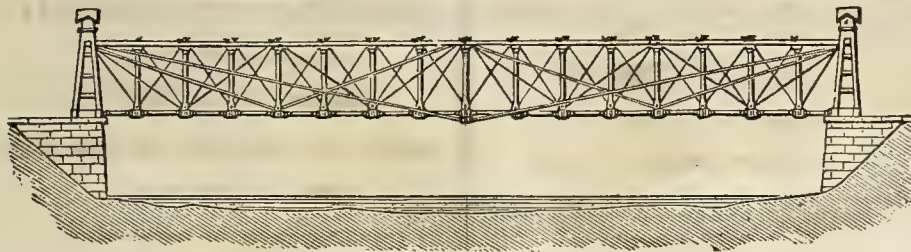
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House Offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD.

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and construction of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

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ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

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Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
my 11 Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my 11

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS,

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the privilege of visiting WASHINGTON CITY en route—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellair, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 00 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots. East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

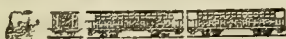
For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mailer Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, constantly on hand, painted, and ready for shipment, with instructions for applying them.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery.

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, for same, &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. P. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express)

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD, } Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, JANUARY 7, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING,
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.

One square, single insertion.....	\$ 1 00
" " per month.....	3 00
" " six months.....	12 00
" " per annum.....	20 00
" column, single insertion.....	5 00
" " per month.....	10 00
" " six months.....	40 00
" " per annum.....	80 00
" page, single insertion.....	75 00
" " per month.....	25 00
" " six months.....	110 00
" " per annum.....	200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.	
Baltimore and Washington City	
Express Mail.....	8:28 A. M. 5:00 P. M.
Baltimore and Washington City	
Night Express.....	11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M. 9:50 A. M.
Loveland Accommodation.....	5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M. 9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M. 7:20 A. M.
Richmond and Chicago.....	7:00 P. M. 11:25 P. M.
Bellefontaine and Sandusky.....	7:00 A. M. 5:35 P. M.
Bellefontaine and Sandusky.....	3:09 P. M. 10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M. 9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M. 12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M. 5:35 P. M.
Dayton Accommodation.....	5:00 P. M. 10:25 A. M.
Hamilton Accommodation.....	7:00 P. M. 7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M. 9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M. 11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M. 10:05 A. M.
Springfield & St. Joe Express.....	12:00 M. 3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M. 12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M. 8:45 A. M.
Harrison Accommodation.....	10:10 A. M. 2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M. 11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M. 7:30 A. M.
Louisville Special Train.....	3:45 P. M. 2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:29 A. M. 4:10 P. M.
Caboose Accommodation.....	5:20 P. M. 6:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:10 A. M. 10:55 A. M.
Evening Express.....	1:50 P. M. 6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M. 4:10 P. M.
Express Mail.....	9:20 A. M. 4:45 A. M.
Lightning Express.....	8:00 P. M. 4:45 A. M.

Gas in Council and elsewhere.

"He that hasteth to be rich falleth into a snare," is a trite saying, and we might add the remainder of the quotation without impairing its applicability to the question at issue, "and many hurtful lusts." That there are two sides to nearly every question is generally, by disinterested parties, admitted. Those members of the City Council, however, who are allowing themselves to be made the "cat's paws" of more powerful and perhaps less scrupulous intriguers, and who appear to be willing to perform all the "dirty work" so that they may but "get the crumbs" that might fall at the anticipated "feast of fat things," (and by their showing this gas business is a "fat goose,") are determined to hear, like the Pennsylvania judge, but one side of the story, as the other but produces confusion. Neither do they hesitate to impugn the motives of those who dare to call in question the policy of what they advocate, and treat with contempt the experience of other municipalities that are almost a perfect parallel—in the same line of business—gas making. Even the sacred confines of the tomb is no protection from insinuation, innuendo, or direct attack. We do not wonder at this, for if after such gigantic efforts as have been put forth by those who were desirous of supplying the city with gas, should, after so much labor, prove abortive, where would be their reward.

Let us look at some of the facts in the case. These would-be benefactors and lovers of the people, who had so much confidence in the people, in their endeavor to frame a general law to affect a special case—their special case—manifested their distrust of the people by inserting in it the following insult: "Provided, further, that where such an election has been held under the act to which this is amendatory, then no election for the same purpose shall be again required." Under strong party drill, and the excitement attendant upon a general election, in which it was believed that questions were involved affecting the vital interests and future welfare of the nation, and the hurrah of the moment created by the cry of "monopoly" and "mad-dog," a vote was obtained in which not more than two thirds of the people gave an expression of their wishes, and under the above circumstances a majority of them did vote in favor of the city buying the Gas Works. Lest, however, the "sober second thought," when the question of taxes—dollars and cents—would be the only one before the people, and they should reverse their decision, it was necessary that this "enabling act" should contain a provision of this character. It would never do to bring that question before the people; dollars and cents are fully understood by them, although they may not be as well posted in reference to the manufacture of gas, or the internal machinery and chicanery by which the few "knowing ones" of

the "Ring" expect to make a "good thing" out of it.

The "next scene" is a comical mixture, and we doubt not many citizens will see in it the striking resemblance to "the man who found a horse shoe" and immediately began to "put up a stable," in the hope that he would eventually find a horse. Or, seriously, the idea is that if the bonds are sold and the proceeds at the disposal of "the Ring" the scheme will have to be carried out, so that the money will not rot in the city Treasury. No margins could be made in the sale of THREE MILLIONS of Bonds! But why so large an amount? Is it ascertained that the works are actually worth that sum? Estimates are various of their value; and if it should be ascertained that too much money has been borrowed, what is to be done with the surplus? If not enough, what then—a further "enabling act," a tax of \$300,000, as shown by the debates in Council, to pay the interest for a year on the money borrowed, until further authority could be obtained to run the people in debt.

It should be carefully noted that in the provisions of the ordinance before Council it is provided that the "negotiation and sale of said bonds shall be intrusted to the Committee on Claims and Finance of the City Council." This is no doubt all right; but we would enquire not as to the propriety, but as to the usual custom of putting so large a sum into the hands of an irresponsible committee without some provision being made for securing the performance of another duty imposed upon them by the ordinance, viz.: that "the sum realized for the same shall be paid by said Committee to the City Treasurer." Under what amount of bonds are they to be placed for the faithful discharge of this last provision? We do not intend to be misunderstood, and distinctly state that we do not know, neither do we care to inquire who are the members of this Committee to whom this arduous and important duty is to be committed—they are men—and should be dealt with in the same cautious manner that other people are—bonds should be required at least for "the sum realized" even if no provision is made that the "promise to pay" of the City should net be sold for less than fifty per cent on the dollar. Now, we do not say that they intend to sell them at that price; and perhaps it would not be strictly in accordance with financial custom to say that they should not be sold for less than fifty, seventy-five, ninety, or even ninety-nine per cent of their face value; that might embarrass the "negotiations" of the Committee and prevent their "realizing" a "sum" that would be satisfactory to those whose servants they are—the people. The question of dollars and cents has a different ring to any other, and will be more strictly enquired into. Besides, as we said before, it would perhaps be highly improper to thus throw impediments in their way of dispos-

ing of a "six per cent" taxable loan that will have to come in direct competition with "six per cent." loans that are not taxable for State or County purposes, the difference in value being from two to three per cent. per annum.

In reference to bonds for the faithful performance of this duty, as the labor will be supererogatory, and therefore not the bounden duty of the committee, the committee will necessarily have to be a "volunteer committee," and as they will undoubtedly follow in the "footsteps of their illustrious predecessors"—immediate as well as antecedent—they will, like them "defray their own expenses;" perhaps it would therefore display a lack of generosity and appreciation of their self-sacrificing labors to ask them to comply with the vulgar custom of furnishing bonds. Were it our own individual business, perhaps, we should take this view of it; for it is hardly right to thus "look a gift horse in the mouth." But it should be recollected that this is the people's money, and the "fatness" of the "public goose" is not a new idea; besides, as we have already remarked, and as was suggested by the deacon, who during conference declined to entertain at his house, but offered to pay the board of those members of the conference that were apportioned to him, during his absence from home, that "ministers are but men," it will, we suppose, not be denied that they, the Committee, may have "like passions" with others of their fellows. The supplication "lead us not into temptation" is a happy one for frail humanity.

Without any further allegorical remarks, we think it is plain to see who stand in the way of the people obtaining cheap gas. We do not, (as we have on several occasions before stated) use the city gas in our establishment, and we do not own a dime's worth of stock in the Gas Co. and never did. We do not, therefore, hesitate to say it is a patent fact that private enterprise and management, as well as that skilled labor, combined with science and long experience can manufacture gas more economically than under public control, which like a weather cock is liable to change with every political wind, notwithstanding several members of the Council think they could fill the office of "Head of the Gas Board" with honor to the office, as well as profit.

Neither can we concur with the member who "inquired if there was any reason to suppose the Gas Company would make any new terms. Even if they would, he did not think it was the place of the Council to get down on its knees and ask for them. It was their place to proffer them, if they wished any further consideration."

The truth is, this controversy has been an entirely one-sided one; the Council has made all the noise, they have done all the talk, and they have proposed to make "all the gas," while the Company has quietly attended to its business; and we hazard nothing in saying that the City is better lighted and the con-

sumers more courteously treated than they are in any city in the country, or world, by similar corporations. It is therefore the duty of Council, seeing they have the means and opportunity of doing so, to serve the people, and we can see nothing derogatory to their dignity in so doing, to at least inquire if a contract can not be obtained from the Company at a rate that will be satisfactory to the people and moderately remunerative to the Company. The proposition referred to in the debates as the ultimatum of the Company, was based on a five year contract, and was the price fixed by the "benevolent gentlemen" who desired the city to buy the works. And as ten years is the longest period for which a contract can be made, would it not be well to heed the suggestion of Mr. Fitzgerald, and inquire at what price gas can be obtained for that period; and if by so doing, better terms can be obtained, why not insert a clause giving the option of renewing the contract at its expiration. On this point the Commercial very pointedly remarks:

"Happily the majority of the City Council determined to look at both sides of the question, and the Committee on Light will see what the Gas Company is prepared to do rather than sell out. That certainly is worth knowing, and there need be no delay in ascertaining. The gas question has become a weariness, and we want it settled. If an acceptable contract be proposed, it can be closed up within this month, and the reduction in the price of gas commence, at furthest, on the 1st of March. If such a contract is not offered and we must buy the gas-works, we favor the speediest method of fixing the job."

Works are to be constructed in Alabama for the manufacture of railroad iron from native ore, which appears to be abundant.—Exchange.

This is already an accomplished fact, and that too by an enterprising citizen of Cincinnati, who mines his own ore and coal, owns the furnace and rolling mill, and is manufacturing his own iron to complete his own road, (of which he is the lessee,) so as to make another great through route between the North and South. We understand that in two or three months, by an enlargements of his works, now in process, he will be able, not only to supply the wants of his own road with iron, but to offer a very large surplus to other roads.

Receipts of the Western Union Railroad Company for the week ending January 31:—

	1867.	1866.	Increase.	Decrease.
Freight.....	\$7,176 79	\$12,145 83	.....	\$3,969 04
Passengers.....	2 692 27	3,200 90	.....	608 63
Express & Tel.	320 00	346 22	.....	26 22
Mails.....	375 00	296 58	\$78 42	....
Totals....	\$10,564 06	\$15,989 53	\$78 42	\$5,503 89
Receipts from January 1, to January 31,—				
1867.....	.....	.....	\$39,078 89	
1866.....	.....	.....	45 101 64	
Decrease.....	.....	.....	\$ 6,022 75	

The largest mass of pure gold ever discovered was that found at Ballarat, Australia, in 1859, which weighed 224 pounds; another big lump found in Calaveras county, Cal., in 1854, weighed 195 pounds.—London Mining Journal.

Financial Condition of the Country.

In all the newspapers of the country, East and West, we have in substance one statement, that trade is dull, and that all enterprises are arrested for fear of some sudden contraction of the currency; or, in other words, for uncertainty as to our future financial condition. The Secretary of the Treasury is the largest banker in the world, with the command over more currency than the Banks of England and France. Hence, every one sees, that if he were to use that power capriciously, it would throw commerce and banking into a state of violent fluctuation and be disastrous in the extreme. Congress can restrict the Secretary, and direct the manner in which the national finances shall be managed. Hence, the public mind has been looking to Congress for some defined and ultimate action. Hence, prudent men of large business have, as far as possible, ceased active operations, refused new enterprises, and stood comparatively still. The result of this is, to occasion a general stagnation of trade. To this should be added the loss of a large part of the wheat crop; and then the severe winter, and we have the general result in what is called a dull, stagnant and uncertain state of commerce and finances.

There is just now, however, some events which will probably end this dulness and uncertainty, and introduce with the spring a new and more lively state of affairs.

1. Congress (the House of Representatives) have passed, by a majority of twenty, a resolution which is tantamount to arresting any further contraction of greenback circulation.

2. The expenditures of the Treasury Department in the present month will be greater than the receipts; so that the general fact, at present will be, that the Treasury must enlarge, rather than contract its credits.

3. Some increase of the tariff will be made by Congress, so that so much money will not go out of the country for foreign goods; and more gold will be kept in it. This will be the most important fact concerning our future financial and commercial condition. Anyone who has either observed or read the tables of commerce for the last thirty years, knows perfectly well, that so long as we import more than we export, the gold goes out of the country, money becomes scarce, there is a commercial convulsion, and everybody looks round to see what is the matter, and hundreds are theorizing as to how such things come and how they may be remedied. They never can be remedied, while we permit unrestricted trade with Europe. A high tariff is not only preventive of commercial disasters, but it is moral and sanitary. We imported last year over four hundred millions of dollars in foreign merchandise; and when we reduce our exports to gold value, we had but little over two hundred millions of domestic pro-

duce to pay for it. The result is, that we sent abroad two hundred millions in gold and bonds, to make up the balance. No one need be surprised that gold is at 40 per cent.; or that there is a threatening commercial convulsion. It is inevitable, and always will be, under such circumstances. The question is, how can it be prevented? The only mode is to pursue the policy of the Bank of England in reference, which when the demand for money is too great, raises the rate of interest and continues the process till money is too high to make borrowing profitable. In the same manner we should restrict importation by raising the tariff, till importations become unprofitable. The only real objection to this is the danger of smuggling. But this is an imaginary danger in this country; for although it might be easy to avoid revenue cutters, and land goods somewhere on the coast; yet, it is another thing, to get them to the great cities and sell them in any considerable quantities. Our country is too large, and the means of detection too many for that. The average tariff on all articles (dutiable and free) last year was 47 per cent. Now, suppose it is made 60 per cent., and that reduced the importations to 300 millions; the revenue would be nearly the same as on 400,000,000, and we should save the entire export in gold. Before the present tariff was enacted, it was asserted just as loudly as it is now, that the increase of the tariff would diminish the revenue. Precisely the contrary was the fact. The revenue, and that paid in gold, has been greater than ever it was, since the government was established. Now, it is certain, that we must advance the tariff much beyond what it is, before we shall diminish the revenue from that cause. Where the limit is, when the tariff will reduce the revenue on account of its restriction on importation, we do not know; but, it is well worth while to try an experiment, by raising the tariff till the revenue ceases to increase. Up to that point, assuredly there is no danger from increasing the tariff.

The true view of the effects of exporting specie to other countries is given in the speech of the Hon. SAMUEL HOOPER, of Massachusetts, delivered on Tuesday of this week, and published in the *Cincinnati Gazette*. He explodes entirely one of the favorite ideas of the Free Trade people, that gold is no more than potatoes or corn, to be exported without producing extraordinary effects.

Mr. Hooper says:

"The resumption of specie payments can not be brought about by a contraction of currency so sudden and extensive as to disturb the industry of the country; it must be by such action on the part of the banks and the Government as will render coin as valuable here as it is in other countries. Until that is the case it is useless to talk of resuming specie payments. This country is now the largest producer in the world of the precious metals; but it may well be questioned whether

the country derives any benefit from this unrivaled production, so long as we treat it as merchandise, and of no use except to be shipped abroad and its proceeds returned to us in foreign manufactures. The injury this inflicts upon our own manufactures and our own industry more than counterbalances the gains of the miners. The fact that the precious metals are exported shows conclusively that they are more valuable abroad. The Bank of England and the press in Great Britain never consider and represent specie to be a mere product of labor to be exported, and its accumulation as an incumbrance to be got rid of as soon as possible; but it is valued as a basis for the prudent extension of accommodations to the business and industry of the people.

The banks of England and of France are able to hold large amounts of specie by pursuing at all times the policy of watching and guarding carefully the "exchanges" with other countries, and by discouraging and counteracting all unusual inducement or tendency to export specie. Under wise laws and prudent management the banks in the city of New York would be practically, to a great extent from their position, the guardians and conservators of the currency of this country."

This is sound common sense. These "Exchanges" are to be kept steadily in our favor only in two ways; 1. By raising the price of money, as the Banks of England and France do; and 2. By raising the tariff and restricting importations. The former is temporary; the latter permanent. The tariff should be raised to the highest point, consistent with a sufficient gold revenue. Beyond that point we cannot go, if we desired, when the Government needs so much money.

SPECIE PAYMENTS—when will it come? On this point we again refer to the excellent speech of Mr. Hooper:

"I am not in favor of an immediate resumption of specie payments, nor am I ready to name a time when I think specie payments should be resumed; but, in my judgment, that most desirable event should be constantly kept in view, and any legislation calculated to retard it should be strenuously resisted by every one who regards the honor and the true interest of the country. The settled policy of the Government should be to resume specie payments at the earliest period that is possible without jeopardizing the substantial interests of the industry of the country; and all the action of Congress in reference to the currency and to finance should indicate that purpose. Time is necessary to accomplish the resumption of specie payments; but the preparatory steps should commence now. It should be understood by every one that it is the settled policy of Congress to reduce the amount of paper money until its value is restored and become equal to coin. I do not believe it necessary to withdraw all the legal tender notes to accomplish that object, nor do I believe it necessary to contract their amount to such an extent as to derange the business of the country. I am certain specie payments could be sustained with a much larger amount of notes convertible into coin than formerly."

These ideas are correct; and they are exactly what we have repeatedly uttered in the RECORD. 1. No immediate specie payments;

2. No great or sudden diminution of Legal Tenders; 3. Such preparation, as is possible, consistently with the needs of the revenue and the commerce of the country, for specie payments; and 4. Mr. Hooper states what we have several times attempted to show by statistics, that the country needs and can sustain specie payments, with a much larger amount of currency than formerly. We are glad to see one of the leading members of Congress take such clear and correct views of the Currency.

Fast Freight Lines.

REPORT OF SPECIAL COMMITTEE OF OHIO LEGISLATURE.

Your committee to whom were referred divers matters connected with railroad, telegraph and express companies, to examine upon testimony otherwise with direction to report such legislation as they might deem necessary in the premises, make the following report:

Your committee met in Columbus on the 21st day of June last, and after full consultation agreed upon the course and manner of their examination. They found the field so broad and so varied that with the time and means allowed them their examination could embrace but few details. These must be left to the more ample provisions of future legislation for an examination, that both public and private interests very urgently demand. They have examined a large number of witnesses in different parts of the State, upon the branches of railroad management to which their attention had been called, and especially of abuses of which complaint had been made. The material parts of the evidence, the greater part of which was taken under oath, are herewith submitted to the Senate. Your committee likewise collected the charters and copies of such proceedings as may have been taken by the railroad companies, having special charters adopting any general laws of the State; and also the freight and passenger tariffs of nearly all the roads in the State, and for the purpose of comparison, we obtained the printed rates of roads outside the State.

The information your committee in this form are able to present to the Senate, is indeed comparatively meager, and yet it is quite ample enough in their opinion, to show the urgent need of legislation to reform abuses, protect railroad property, and to preserve and maintain the rights of the public in its use.

As to the points specially referred to your committee for investigation, we shall report on the order of the subjects rather than of the resolution:

1. As to freights, there has been constant and very wide discrimination made in the rates charged. All roads have their established tariffs, both for local and through business, by which they have professed to be governed. That for the through business is made in connection with the connecting roads, and generally upon a more or less complete understanding with rival routes of transportation. Yet, until about six months ago, the tariff of through rates especially, was, at best, a mere guide, habitually disregarded wherever the obtaining of business required it, and often a mere cheat as against competing lines of transportation, and observed only with the small, the liberal and the uninitiated shipper

The through rates, in fact, to a great extent varied with each shipment, their amount being determined by "dicker and bargain" between the road agent and the shipper, and depending upon the vigor of competition and the shrewdness and persistency of the merchant. This departure from the established tariff is known among carriers, as "cutting of rates," and has been carried to such an extent, that in through business, that upon which the charge is prorated among connecting lines, the amount actually received for carriage by each road, as stated by some of the witnesses, scarcely paid in some cases, the cost of unloading the freight. The difference in charge upon local and upon through business for the same distance, is often startling and wholly without any just reason. Goods have been brought from New York to Cincinnati, a distance of nearly 900 miles by the more direct routes, for 25 cents per 100 pounds less than the established local rate from Cincinnati to Columbus, about one-seventh of the distance. This extent of discrimination is not, perhaps, of very frequent occurrence, but it indicates a limit within which the difference between local and through rates has, with every degree of variation, been maintained.

The difference between the established tariffs for the two classes of business, it maintained, would afford the local shipper no considerable ground of complaint; but heretofore when the railroad officers has shown his printed Table of Rates, he has afforded to you a very imperfect notion of the charges actually made upon through freights, and consequently no adequate idea of the difference between the actual charges upon through and local business. Your committee believe that the published rates have been more nearly observed during the past six months than perhaps ever before in the history of through railroad transportation in this country. The reason of this unsteadiness of through rates, upon examination, becomes quite obvious. There are four trunk lines leading, two from the head waters of the Ohio on the south, and two from the lower end of Lake Erie on the north, eastward to the Atlantic sea board, actively competing with each other for the through business from the west to the east, and the return trade westward from the east. From the westward termini of these lines there are several roads stretching westwardly, connecting with numerous other lines, and forming a network of railroads, covering all the States north of the Ohio river, and stretching southward through Kentucky and Tennessee. All the roads connecting the eastern rail transportation lines except one, the Great Western through Canada, pass through this State. The Canada lines lie north of the main natural lines of trade between the East and West, and must compete at disadvantage with the lines through Ohio. Besides this line crossing twice the boundaries between Canada and the United States, trade may be subject to the embarrassment arising from changing restrictions upon international trade. South of Ohio there is no rail route connecting the Mississippi Valley with the Atlantic Coast, north of the Charleston & Memphis Railroad, running through North Alabama and Georgia; Ohio thus becomes an isthmus through which the immense volume of rail commerce between the East and West naturally and most economically passes. Notwithstanding the immensity of this commerce, we have in Ohio now a more than adequate means of transportation provided.

The local business of the different roads of the State is in a great measure under their

exclusive control, but is in a majority of cases at reasonable rates, insufficient in amount to maintain them. With these roads a determined competition for through business becomes a necessity. With other roads having a large and perhaps sufficient local trade, a through trade at reasonable rates becomes a desirable accession to their business.

To these motives of interest in obtaining through business by the several roads, is to be added the convenience and ambition of railroad officers. The through trade with its greater distance of carriage and larger bills, imposes less labor, and its wider movement and heavier capital confers greater distinction, than the local trade. Out of these circumstances has sprung a competition that, regulated by no law, and restrained by no direct private interest or personal obligations, in spite of freight conventions, and agreed tariffs among the several roads, have carried rate down, at times, to a point that would make the through trade productive of continual loss.

The roads of the State entered into this competition with widely differing advantages.—Some led directly from the principal commercial depots of the State, connecting at both ends with the leading lines of transportation on the east to the sea board, and on the west to the Mississippi and the Northwest, and having close and permanent running arrangements with connecting roads, were able to draw to their lines, naturally, the through trade, with less sacrifice in competition and less outlay in obtaining freight. Others intersected the natural direct lines of trade between the East and West, and could carry it only upon longer routes and without convenient or advantageous connections. To make up these disadvantages, these roads have in one or more instances expended large sums in building up connecting roads, that have in turn added but comparatively little to their business, and expended sums upon means of water transportation that have been wholly lost, thus using up the profits and adding to the debts of the road, without any commensurate gain in through trade. Circumstances have conspired to render this strife for through trade an exciting one, and scarcely less destructive to the value of railroad property, than it was of honor and integrity in the dealings of railroads among themselves.

But while this competition is reducing the rates upon through trade, there is a natural and necessary tendency to add, in something like equivalent proportions, to the charges upon local trade.

A railroad manager desiring to secure dividend to the stockholders, will be inclined to make up his losses on through business, that he cannot control, by additions to the local business that he can control. Though specific losses upon one class may not be made up by specific additions to the charges upon the other, yet a general failure to make profits and divide dividends, must be followed by a general advance in rates, which in turn, have heretofore been maintained as to local trade, and habitually disregarded in the through trade.

Security in the possession of local trade leads to indifference to its claims and interest, and on the other hand a precarious hold on the through trade produces, as to it, sensitiveness and constant concessions. In behalf of the one is enlisted the influence of heavy transactions and concentrated wealth of the large cities. The interests of the latter are feebly maintained by the former and the tradesman of small means, and the local pub-

lic has its scattered capital, its business without organization and its transactions detailed and insignificant.

The danger, therefore, is that the local trade, dependent and unprotected, will be charged with burdens beyond what it ought to bear, and the through trade will secure concessions to which it is not entitled.

That charges for carriage for freight should not be in absolute proportion to distance, is undoubtedly true. There are services—such as loading, billing and unloading—that are the same with all freight. Freight for short distances cannot be carried to the same advantage as those for long distances, involving leaving empty cars at way stations, carrying off partial loads, and the inconvenient handling of freight. Adding the charges for these services, the just rate per mile upon way freight must be increased with the reduction of distance. The rule governing a just charge is, however, in all cases the same: the actual services rendered; and whenever the charge for the materially longer distance is less than that for the shorter, whether the freight be local or through, an unjust discrimination is made against the shorter distance.

An ingenious argument is made in the testimony in favor of discriminating in rates in behalf of the shipper living at a greater distance from market, that he may have equal advantages in it with the shipper living at a less distance. However desirable it might be to secure entire equality of all, in their access to the markets, neither justice nor public policy will allow the use of such means. It involves either a loss to the railroad, or an unjust burden upon the shipper for the shorter distance. If the railroads adjust the rates so as to make their average profitable to them, one shipper must pay more than a fair profit, and the other less. If, however, but a fair rate is charged to one shipper, the rate to the other, if on the shorter distance, must exceed a fair amount, and if on a longer distance must be below it; the railroad in one instance receiving more, and in the other less, than a just average compensation.

Railroads ought not to be used as charities for the benefit of shippers remote from markets, nor ought one shipper be required to defray any portion of the expenses of another.

The rule proposed, moreover, destroys all certain guides as to the formation of rates, and removes all checks to discriminations however oppressive, both depending upon the varying judgment of railroad officers, as to public policy and the interest of trade, from which, necessarily, there is no appeal.

It aids the aggressive demands of the through trade, excusing discrimination and cutting off rates in its favor.

The right to grant preferences to communities or particular shippers, with the view of developing and increasing trade, is claimed by different roads in other forms. Especially upon roads leading into coal regions preferences are granted in transportation to the regular miner or dealer, over the irregular one, who are regular, and who are irregular depend upon the personal feeling, imperfect information and judgment of the officers of the road. Other preferences are given that we will not occupy space to specify. In any form in which the right of such preferences may be claimed, limited only by the judgment of the officers, and not carefully restrained by law, it is inadmissible and fraught with great public mischief.

It opens the door to favoritism and oppression in the hands of weak, passionate or corrupt officers, and to the improper and yet in-

sensible influence of personal partiality or prejudice in the hands of the honest ones, with no rule to guide the officer or protect the public, except the real or pretended judgment of the former, as to the interests of the public on the road.

It tends not less to a monopoly injurious and oppressive to the public.

It is corrupting in its tendencies. With the honest officer a judgment, depending upon an uncertain rule of interest or policy, may be powerfully influenced by personal partiality. Preference obtained through mere influence in one case may in others be bought for a consideration. With the control of such immense means of fortune, the pressure upon a railroad officer, for advantages in transportation and rates, would weary the vigilance of the most upright. The immunity enjoyed by railroad officers from visitation and review of the management, resulting from the complication of their business, the multitude of stockholders and the absence of suitable legislative provision for it, would greatly increase the temptation.

Such discriminations are prejudicial to the interests of the road, by producing jealousy and complaint in the communities along its line. It connects the road with their business, its remuneration, its management and its markets, and thereby greatly increases difficulty and complexity in its own affairs.—Some of these mischiefs are illustrated in cases that come under the observation of the committee, and are referred to in the testimony.

The Central Ohio Railroad, as shown in the testimony, made arrangements with Mr. Kearney, during the season of the coal famine in Cincinnati, in 1863-64, as a regular shipper, giving him preference in transportation over irregular shippers. With this preference, according to the testimony of Mr. Warner, with the control of transportation in the markets of Zanesville, he was able to exact 20 cents per bushel of the consumer for coal that was purchasable of the miner at 7 cents without moving a pound, or expending a cent in the transaction himself.

On the Sandusky, Mansfield & Newark Road a like but exclusive preference is given to Mr. Wheeler and Mr. Boalt, in the coal trade. Under this arrangement Mr. Wheeler has sole control of the coal trade to all the communities on that road.

On the Cincinnati & Zanesville Road the most serious trouble has grown out of the attempt of the road to manage the coal trade through its control over the transportation.—The officers, after some years experience, were disappointed as to the value of that trade to their road. It found its market in Cincinnati, Dayton, Xenia and other places in the valleys of the Miami. In this market it could not compete with the trade of the river, and therefore found the markets profitable only when the river was low, its coal supply reduced and prices advanced. Of course its margins were uncertain, and often very small. This brought the miner and the railroad into frequent negotiation as to rates. The shipments being made only when profitable, were irregular, both parties suffered, the miners from uncertain market, and the road from the irregular use of its transportation. In this neither were to blame, and yet each complained of the other; the road that the miners badly managed their trade, and the miners that the road, in season of low prices, would not aid them in reduced rates. In connection with this dispute, as might be expected, there was much ill-feeling, mutual accusations, and

many unnecessary and irrelevant issues. The complaints of the miners were helpless, and if patiently and considerably borne must soon have died out. The road had the power, and its officers determined to organize and conduct the coal trade in a different manner, by confining the miner to the simple work of mining, and placing a dealer on the road to purchase the coal at the mines, and manage the markets for its sale, giving to him the control of transportation to that end. It was a broad and unwarrantable exercise of power over the business of its local communities, under the pretext of developing trade, increasing the business of the road, and the misconduct of the miners.

The miners contended earnestly, and often with bad temper, for the right to manage their own business in their own way. The road was too strong for them; they could do nothing without transportation. The result was that an association, embracing all the miners on the road, with the exception, perhaps, of one, was broken up, their business, to a considerable extent, destroyed, some of the mines wholly stopped, and their workmen thrown out of employment, preference in transportation given to other miners, and those doing business only able to obtain a reduced number of cars by selling their coal to the adjoining station agent.

To these results are to be added a vindictive feeling toward the road, and a prevalent imputation against the integrity of its managers.

It can hardly be said that a power exerted at the mere option of a railroad officer, with such results to private property and business, can be founded upon any sound reason of public policy or safety.

The railroads are public uses. The equality of the public upon them has always been a fundamental element in the law. English legislation has, with great care and vigilance, guarded it, and forbidden, in every form, preferences and discriminations of the character we have discussed.

Managing such uses for equal public accommodation, the officers of railroads have nothing to do with questions of public policy or the general interests of the country, and should be confined to the duty of common carriers, leaving such questions, and the adjustment of the relative rights of citizens and communities, to the public authorities, to whom they belong, where partial interests have less direct influence, and the public, who are directly concerned, have representation.

As to the local trade, there is a very wide diversity of rates upon the several roads of the State. This diversity seems to have very little reference to difference in the cost of construction, equipment and operation of the roads, but seems to depend more upon their financial necessities and the amount of competition. Upon the same road there is found also great differences of rate at the several stations, governed chiefly by competition at points on the roads with other lines of transportation. The law of May 1, 1852, regulating rates where roads compete with the canal lines of the State is habitually disregarded. Special rates are also made with particular shippers, very often from personal favoritism, or from employment on the road, but generally the local tariff is followed, and not often changed. The discrimination against non-competing points and the difference between the rates of different roads is often very great. This difference of rate is more marked in the coal trade.

Your committee had not the time, and were not fully possessed of the means of analyzing the freight tariffs of the different roads, abuses and discriminations have resulted, usually, from a departure from, rather than an observance of, them. Besides, we could give but little information as to the fairness of any particular rate: that must be determined with reasonable certainty by data not in our possession, consisting, in part, of the cost of each road, the expense of keeping it in repair, and of operating it, and the relative expenses of transportation for different distances, and descriptions of freight. This data is derivable only from statistics of each road carefully collected and analyzed for a series of years.

To this end ordinary railroad reports furnish but little aid, and among the railroad men that we examined, the estimate of the cost of carrying freight varied from one-half cent to four cents per ton per mile. Many of the most intelligent declined to give any estimate. Yet it is manifest that with each road this ought to be ascertained with a degree of certainty. It doubtless differs with different roads, being affected by difference of grades, curves, situation of roads as to structures, drainage, embankments and water courses, its cost of construction and the nature and amount of its business.

However strictly, and even severely the State may deal with railroad management, it ought to deal with indulgent liberality with railroad investments. They have been of incalculable benefit to the State, developed its resources, aided its population, and opened its way to market. Investments in these public uses were made under an implied assurance that they should be carefully protected, and the right to a reasonably profitable compensation guaranteed. The expectation of profit has been generally disappointed. The stock in most of the roads has been either unproductive, capitalized to a small per cent. of its original amount or wholly sunk. Not one fourth, probably, of the railroad investments in the State pays a dividend this year. It is therefore manifest that, assuming the present management to be judicious and faithful, railroads are not producing a fair compensation generally for the investment in them.

Until the State, therefore, shall have provided a means for ascertaining the amount of a fair compensation, including a reasonable profit, and of exposing and correcting the mismanagement of railroad officers, the stockholders of railroads would be exposed to the danger of great injustice, in a rate now necessarily to be fixed upon a guess.

The adjustment of local rates to different distances is of far more difficulty than fixing the fair average, inasmuch as it cannot be proportioned entirely to distance.

But while your committee are able to discover no wise or just means of ascertaining the fair amount of rates, and believe that any attempt at interference by the Legislature in that respect, would probably result in injustice and embarrassment, yet we are satisfied that there are fundamental provisions against unfair or oppressive discriminations in the local trade, which should be adopted by the Legislature and strictly enforced:

1. No railroad company should be permitted to charge more for a shorter distance than for a longer one.

2. Every company should be required to publish its tariff of rates, and strictly prohibited under penalties, from allowing reductions from it to individual shippers, or classes of shippers.

3. Preferences in transportation, except such as are allowed to live stock, perishable freight, and the like, and undue advantages of all kinds, whether to classes of freight or shippers, should be prohibited.

The difference between the cost of transporting local and through business from one end to the other of a road is very small, and generally none at all, and yet the difference of rates is frequently very great. The witnesses examined on this point concur in the statement that the local business is much more profitable, in proportion to its amount, than through business. And when we reflect that railroad investments of the State yield a trifling average of profit, and most of it none at all, it is apparent that through rates must at least be below its proper cost of transportation.

This is the result of a competition in which the railroads seem to have been in some measure helpless, and in part reckless. The strife has been to gain the through business: those having it to retain it, others to acquire; one class recklessly reducing rates, another helplessly yielding to the decline, all certainly, at times, falling below cost. Partial expedients, conventions among railroads of very short duration, have been adopted to no purpose. It has been a ruinous contest producing confusion in railroad affairs, trickery and empiricism in their management, and an isolation and distrust among the roads, to be found in no other branch of business. This we believe is the result of a want of that prudence, capacity or faithfulness that characterizes the business management of the country in other branches. Ordinary mercantile competition is checked by private interests, and the laws of honorable trade seem to have had very little influence with the managers of railroads, in their competition with each other.

The unsteadiness of rates resulting from this competition, disturbs prices, and makes business profits uncertain. To provide against this, the prudent merchant must increase his general margins, and the consumer becomes in the end the sufferer. It is therefore a mischief, in which the public are interested and by which it is oppressed.

Undoubtedly the complete remedy for this mischief is a capable and faithful management of the roads. Legislation by this State is necessarily partial in its operations. It would restrain our own roads in this competition, and leave the others free. If we were in possession of sufficient information to determine the cost of transportation, we might, perhaps, limit the reduction of rates to that point. We are without such information.

There is, however, in our judgment, one rule that may be adopted with entire safety to the interest of the roads of the State as against competing lines, namely: that the roads and their agents be required to publish, in proper form, their freight tariffs, which they shall observe with all shippers until changed by other published tariffs. Whilst this may not of itself materially arrest a ruinous competition, it will secure the equality of shippers, and aid toward the maintenance of established tariffs agreed upon between competing lines.

The congress of the four Eastern Trunk lines, held in New York last year, opens, it is to be hoped, a new era, that with the aid of concurrent legislation upon the part of this State, Maryland, Pennsylvania and New York, railroad traffic and the relations of railroads among themselves may be placed upon the fair and honorable footing upon which the other business of the country is conducted.

There are other discriminations in favor

of the through trade of which complaints have been made, and which are, as the committee believe, in part well founded. It is alleged that preference is given in transportation to this trade. To what extent this is true we had not the time fully to inquire.—With the through trade acquired in part by the facilities and dispatch afforded to it, and the local trade held without those accommodations, we scarce see how, in the present condition of management, a preference could be prevented. To this tendency is to be added a feeling of patronage, and in some cases of contempt, with which we found the trade regarded by railroad managers in the State, the controlling consideration being given to the through trade.

4. In the strife for through business, with as many competitors in the market, almost, as there are railroads, the policy of employing soliciting agents in all the larger cities, and even in the smaller markets, was established. In some cases, issuing bills of lading in their own name, and in all cases, intervening between the carrier and the shipper, the carrying trade in a large measure soon passed under their influence and direction, and could be turned upon any line of transportation that would give them the largest salary or per centage. They became expensive to railroads in proportion to amount of business they could command. To insure their fidelity and diligence, commissions were generally substituted for salaries. Evidently many of the roads, certainly not all, were determined to have business, whether profitable or not, no doubt with the view of being able to make it profitable when secured, and therefore paid to their agents commission upon the amount, instead of the value of the freight they obtained, and the officers not being able to know the condition of the market, or exigencies of competition, were also compelled to leave to him a large discretion as to rates. The result was inevitable. Rates were cut with sole regard to increase of business, and all established tariffs were of course broken down as soon as published. Regular custom to any road was impossible. Rates being thrown into the market, the shrewd merchant changed from one line to another, according to the advantage in rates he could secure. Thus, these agencies, instead of building up a permanent custom to each road, destroyed that of all, and placed rates wholly beyond their control. Unable to combine among themselves, the roads were in a great measure helpless, compelled either to leave the market or pay large sums to the agencies, and accept a traffic that yielded little or no profit. Conventions among the roads, honorably maintained, would have been a remedy to this oppressive evil. As it was, a resort to freight lines became an unfortunate alternative.

5. The merchant has had two causes of complaint as to the conduct of the through trade by the railroads, viz: Delays in the shipment of his goods, and difficulty of procuring settlement of losses and damages.

With the greater speed of railroad transportation, has occurred a change in the mode of transacting mercantile business. Instead of purchases in large amounts and at long intervals, the merchant runs his stock close, and buys upon order daily, as his daily wants require. Promptness in forwarding becomes highly necessary. For the same reason losses occurring in continual small shipments, it is also important to the merchant, because of their frequency, to be able to adjust them with ease and promptness. Yet continual delays in forwarding embarrassed his business,

and in adjusting losses he was often required to trace it through connecting lines, and unable to fix it anywhere, was frequently compelled to abandon the claim altogether. This resulted from want of proper organization of their common business by connecting lines, but not wholly from mismanagement.—Through lines were composed, in the main, of a greater or less number of fragmentary local roads, forming, in part, accidental connections, and, working independently, with everything to learn in a new system of transportation, frequent difficulties were to have been expected. That organization of the through business, effected more recently by arrangement between connecting roads, was prevented by the jealousies and distrusts arising out of the unregulated competition heretofore spoken of.

Commission merchants and freight agencies availed themselves of this confusion to organize freight lines upon the routes for which they were employed, and with their control over the shipping business of the country they were able to command advantageous contracts with roads.

They issued their through bills of lading and provided agencies at the points of delivery for the adjustment of losses, and supplied thereby the great want of the mercantile community, of prompt dispatch of freight and settlement of claims. The roads were separately powerless. It was a sorry choice between the ruinous rates of soliciting agencies, or dividing receipts with freight lines.—The choice of the latter was, no doubt, in many cases an advantageous one.

We have inquired with much care into the operation of these lines, the uses they perform, and their effect upon the interest of stockholders and the public, in railroad property and conveniences. There are two classes of these outside organizations or freight lines in operation upon the roads in Ohio. One class issue their own bills of lading and receive a percentage of the earnings of the freight from the road that carries it. Of this class is the Central Express Company, operating between New York and Chicago, over the Cleveland & Toledo Road. That road allows them their lowest rate per hundred pounds, and agrees to forward their freight by the fastest freight trains, promptly investigate and allow just claims, and allow to the company four per cent. of gross earnings on eastward bound, and six per cent. of westward bound, freight.

This leaves the Express Company to make any advance rate it may wish the shipper, and the railroad all the labor of transportation, paying a per centage for obtaining the business.

Of the same class is the Erie Transportation Company, operating over the Lake Shore, Cleveland, Columbus and Cincinnati, and Little Miami, and organized in connection with the New York & Erie Railroad.—We have had but little opportunity to investigate into the operation and effect of these companies upon the interest and income of the road.

The second are far more numerous. They issue their own bills of lading, and in some cases receive and load and unload and deliver their own freight, and in all cases adjust the losses. They generally pay to the roads so much per car at an estimated tonnage. This rate varies with different roads and different freight lines. They make their own rates with the shippers. Of this class is the Merchants' Dispatch, owned by the American Express Company, and operating from

the New York Central over the Lake Shore, Cleveland & Columbus, Columbus & Xenia, Little Miami, Cleveland & Toledo Railroads, &c., the Great Western Dispatch, owned by the United States Express Company, and operating from the New York & Erie road over the Atlantic & Great Western, Cincinnati, Hamilton & Dayton, Cleveland & Toledo, &c., the Empire Transportation Company, operating from the Philadelphia & Erie road over the Lake Shore, Cleveland & Toledo, Cleveland and Columbus roads, &c., the Star Union Line, operating from the Pennsylvania Railroad over the Pittsburgh & Fort Wayne, Pittsburgh, Columbus & Cincinnati, Columbus & Indianapolis, Little Miami, &c., and the Great Eastern Dispatch, organized upon and operating chiefly over the Cincinnati, Hamilton & Dayton and Dayton & Michigan Railroads. The Great Eastern Dispatch was the only one of these lines organized in this State, and having its principal office here, and therefore the only one whose organization, operation and profits we could fully examine. The Empire Line, so far as we have learned, and the Star Line, in its contract with the Pittsburgh, Fort Wayne & Chicago road, pay a rate per hundred pounds, formed by an estimated average of rates received from like freight in the general traffic of the roads.

The balance of the contracts, so far as we have obtained them, except that of the Great Eastern Dispatch, are for a car load rate, based upon a fixed tonnage of eight tons to the car, a fixed classification of that amount, and the through rates of the road from time to time established. The Merchants' Dispatch pays the line from Erie, by way of Cleveland and Columbus to Cincinnati, for 12,000 pounds of first class freight, and 2,000 pounds of second and third classes each, yielding the highest compensation to the roads of any of the lines. The Union Star line pays upon all the roads except the Pittsburgh, Fort Wayne & Chicago road, for 5,000 pounds of first class, 4,250 pounds of second and third classes each, and 2,500 pounds of fourth class freights, a classification far less favorable to the roads than that with the Merchants' Dispatch. The Great Eastern Dispatch have a similar arrangement, and pay the Cincinnati, Hamilton & Dayton road about \$20 per car from Dayton to Cincinnati, a distance of sixty miles. These lines were charged for any amount exceeding the limits of eight tons. The Great Eastern Dispatch was charged fourth class rates for eight tons, with the privilege of carrying ten tons. The relative freight rates of the different classes of freight may be illustrated by one or two examples: The through rates, from Cincinnati to New York, per 100 pounds, were, November 6, 1866, 1st class, \$1 90, 2nd class, \$1 60, 3rd class, \$1 25, 4th class, 80c. From Cincinnati to Toledo, the rates were, on 1st class, 60 cts., 2nd class, 50 cts., 3rd class, 40 cts., 4th class, 20 cts., the 4th class being respectively, in the above cases, two-fifths and one third of the 1st class.

The Union Railroad and Transportation Company, known as the Star Union Line, is a corporation under the laws of Pennsylvania, organized in the fall of 1863, with a capital of \$1,400,000, subsequently increased to \$3,000,000, and went into operation, January, 1864. It operates over the Pennsylvania Central road and extends from its termini eastwardly and westwardly over roads leading to and connected with the Central road. Its principal movers were commission agents of that road in Philadelphia and Pittsburgh, and is said to embrace a portion of the officers of the road among its managers and stock-

holders. Its stock was extensively distributed and sold at various prices; to railroad men in Ohio, so far as we have learned, at fifty per cent. of its par value. It built, at first, 700 cars, and subsequently 300 more were added, making in all 1,000 cars, costing something over \$1,000,000. It leased one pier in New York, and owns a small amount of real estate.

This company has paid upon its stock, since it went into operation, a steady dividend of one per cent. a month, with a surplus that has increased its assets to an amount probably exceeding the par value of its capital stock issued. The stock has been sold at \$85 per share of \$50, and is bought and held by the shrewdest of our business men as a safe and productive investment. In one instance, coming to the knowledge of your committee, \$22,800 of the stock, costing the owner thereof a little over \$7,100, was, after a careful examination by the Board of Equalization of Hamilton county, valued and assessed for taxation at \$80 per share, or \$36,480. We are led to believe that this fact is a measureably just indication of the enormous profits derived from its business. It may be remarked on the other hand, that one of the roads in Ohio over which it operates is in the hands of a receiver, with one half of its capital stock transferred to pay arrears of interest on its bonded debt, and the other half receiving no dividends. It increased the transportation over roads it operated on, east and west, to the number of its own cars, which were adjusted to suit the different gauges, but was allowed mileage by the roads for their use.—It carried goods from New York to their western destination without change of bulk, loaded and unloaded and delivered them, and billed and collect the freight, assuming the whole responsibility to the shipper for losses.

The great Eastern Dispatch was a partnership under the name of Williams and Slocomb, with a capital Stock of \$30,000, divided into six shares, two of which were taken and held for the benefit of the Freight Agent and Superintendent of the Cincinnati, Hamilton & Dayton road. Fifteen thousand dollars were paid in. In connection with their arrangement with the road as to transportation, Williams and Slocomb rented the second and third stories of the freight depot of the C. H. & D. Road in Cincinnati, and invested \$6,000 in horses, drays, and other necessary property. They went into operation on the 1st of January, 1865, and at first operated exclusively upon the C. H. & D. Road, and the Dayton & Michigan Road, which the C. H. & D. Road had perpetually leased, forming the line from Cincinnati to Toledo. They arranged with various lake transportation lines, and employed agents upon various connecting lines of roads, and upon the river south of Cincinnati, to direct freight over the Cincinnati and Toledo route consigned to them. Subsequently they made an arrangement with the Chicago & Eastern, a road connecting with the Hamilton & Eaton branch, leased by the C. H. & D. Road, to operate on that line.—There is, however, no evidence of any considerable amount of business having been done under this arrangement.

It is doubtful whether the dispatch materially increased the business of the roads.—The chief effect was, probably, merely to consign business, naturally passing over the roads, to them. This was the effect of their arrangement with the transportation lines terminating at Toledo, and sending freight southward. Mr. Reed, Freight Agent, says the Dispatch obtained about one half of all the freight from Cincinnati to Toledo, be-

tween which points there was no other rail route, and therefore no rail competition. During the first business year of the Dayton & Michigan Road, after the Dispatch went into operation, the gross earnings fell off \$117,829 51, and the net earnings \$91,046 03 from the previous year; and in the same time the gains in the gross earnings of the C. H. & D. Road fell off \$38,818 48 over the previous year ending April 1, 1865, and \$111,488 43 over the year 1864. But while there was no falling off of actual gross earnings of the road, there was an actual loss in the net earnings, notwithstanding the Atlantic & Great Western Road had just begun to pour the whole volume of its traffic over it, and the recently opened Chicago & Eastern was bringing an increasing trade. Besides, for some years previous the C. H. & D. Road had been making cash dividends, yet at the end of the first business year, after the Dispatch went into operation, it issued \$500,000 of new stock, and paid the usual dividend to the stockholders with a portion of the stock so issued. Other causes may have, and doubtless did contribute to the change in the financial showing of the road; yet we feel entirely warranted in assuming that it was in part owing to the injurious operation of this arrangement.

On the other hand, the Dispatch, with the actual investment of but about \$6,000, made in the first eighteen months of their operations \$130,000 of profit, about 4½ per cent. upon the entire capital stock of the road. To these enormous profits, to make up the gross receipts of the Dispatch, are to be added their expenses, including rent of warehouse, salaries of agents, &c. It is not disputed that these large sums of profit and expenses were, with trifling exception, taken from the freight earnings of the roads. In some cases the evidence that of the freight paid by the consignee, the road received \$36, and the Dispatch received from \$40 to \$48 per car. The road received for a few shipments \$16 per car, from Toledo to Cincinnati, being \$4 less than received from the Great Western Dispatch from Dayton to Cincinnati, less than one third the distance; and the rates received of the Dispatch, by the road, from Toledo to Cincinnati, ranged from \$16 to \$36 per car, whilst those received by the Dispatch from the shipper varied from \$21 to \$95 per car.

The services rendered by Williams & Slocomb to the road for this heavy draft upon its earnings, was substantially the organization and superintendency of the freight collection, and of the soliciting agencies, the road, with its own employees, attending to the loading and unloading of the freight. In estimating the necessity and value of these services, it is to be born in mind, in the first place, that in the ordinary management of roads they are embraced in the duties of freight agent and superintendent, who were in this case partners of Williams & Slocomb; and in the second place, that the remaining partners were young men, with one exception, without business experience, and two of them absent for some time after the beginning of business.

However bad this showing may be of the profit and usefulness of this class of freight agencies, it is to be said that at the time the Dispatch was established but comparatively little was known of their operation, that the officers were desirous of protecting themselves against the effect, as they believed, of similar agencies on other roads upon their business, and that the whole arrangement was submitted to and approved by the Board of Directors.

[Concluded next Week.]

The Petroleum Trade of Philadelphia.

The following are the receipts of petroleum, via railroad, at the port of Philadelphia, for the last four years:

Crude	171,501
Refined	253,003

Total, 1866, barrels	424,504
" 1865, "	440,199
" 1864, "	420,714
" 1863, "	596,831

The following is a statement of the quantity, value and destination of the exports of petroleum from Philadelphia for the year 1866:

DESTINATION.	GALLONS.	VALUE.
Great Britain	7,820,621	\$3,034,366
France	5,756,805	1,961,365
Hamburg	963,668	595,347
Belgium	5,273,104	2,459,247
Bremen	1,549,754	716,836
Italy	917,374	427,857
Russia	358,245	121,168
Antwerp	2,397,927	2,380,769
Rotterdam	454,881	257,749
Leghorn	55,864	23,003
Holland	644,011	239,755
Trieste	70,315	30,082
Brazil	7,500	5,225
Venezuela	6,599	3,451
Laguayra	2,000	1,015
West Indies	136,568	71,760
Peru	26,498	11,750
Spain	56,481	11,750
Prussia	211,359	92,409
Genoa	130,841	57,954

Total, 1866, gallons	26,836,080	\$11,274,597
Total, 1865, gallons	12,032,924	6,441,274
Total, 1864, gallons	7,666,975	4,294,724
Total, 1863, gallons	4,930,708	1,882,080

26,836,080 gallons are equal to 596,355 barrels of 45 gallons each.—*Mining Reg.*

Cental System.

The cental system of computing grain, as suggested some years ago by the New York Chamber of Commerce, and indorsed by our's, has been adopted by several Chambers of Commerce and Boards of Trade, and suggestions made that it go into effect on the 1st of March next. The board of officers of our chamber of Commerce some time ago appointed a committee to report on the matter, and this report was made to the Chamber on Monday, but the further consideration of it was postponed till Friday next. If the custom could be changed so that all articles now sold nominally by the bushel, but in fact by weight, should be sold by the one hundred pounds, all over the United States, it would greatly simplify trade. Potatoes, clover, flax, timothy and all other kinds of seed, should come under this rule. If the change is to be made as regards the cereals, why not make it general, and include all articles now sold by the bushel? Coal, for instance is sold by the ton in the Atlantic cities, by the bushel in the Ohio Valley, and by the barrel on the Lower Mississippi.—*Cin. Price Cur.*

RAILROAD PURCHASE.—On Friday of last week, the Jackson, Lansing and Saginaw Railroad Company, purchased twenty-eight miles of the Amboy, Lansing and Traverse Bay Railroad, being the section between Lansing and Owosso. The line was sold at mortgage sale, and was struck off to the J. L. & S. Co., their bid being three hundred and twelve thousand five hundred dollars. With the road is included the land grant of the same. The sale was made at Lansing, and has been confirmed by the Supreme Court.—*West. R. R. Gaz.*

MONETARY AND COMMERCIAL.

There is no really new feature to note in the money market, and the remarks of last week are equally applicable at the present time. The range of gold has been higher; but the market for loans is about as close as a week ago. It is true that the demand for money is not great, otherwise there would be extreme stringency.

The demand for exchange is in excess of the supply from the usual channels, and rates are firm at the quotation:

New York	par	50@1-10c prem
Philadelphia	par	50@1-10c prem.
Boston	par	50@1-10c prem.
Gold	137@137 1/4	138
Silver	129@130	13@133

The range of the New York gold market for the week has been as follows:

	Opening.	Highest.	Lowest.	Closing.
January 31	132 3/4	137 3/4	131	135 3/4
February 1	135 3/4	135 3/4	135 3/4	135 3/4
" 2	136 3/4	136 3/4	136 3/4	136 3/4
" 4	136 3/4	137 3/4	136 3/4	137 3/4
" 5	137 1/4	137 1/4	137 1/4	139 3/4
" 6	136 3/4	137 3/4	135 3/4	135 3/4

Of the New York market, the *Tribune* of Wednesday says:

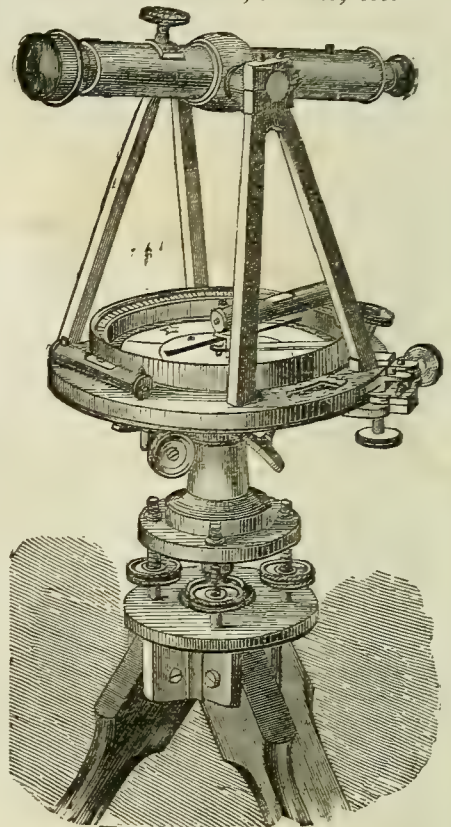
"Money continues in abundant supply at 6@7 per cent. to good houses, and loans are made at less rates on Governments to first class borrowers.

Discounts are rather more active; prime names are current at 7@8 per cent., with more transactions at the lower figure. Stocks continue to be delivered with great irregularity, as is always the case on a sharp decline in the market, but the amounts of stocks still held on loans, to be sold if the market rallies, is very large, and at each advance a large crowd of anxious holders appear who only desire to get out, and unless there is something done to help speculation, prices must seek a much lower level. After the Board in the Long Room, there was a general pressure to sell. Erie sold at 58 3/4, Michigan Southern, 72 1/4; Rock Island, 98; Fort Wayne, 97 1/4. Later in the day prices were a fraction better, but closed dull at quotations: New York Central, 102@102 1/4; Erie, 58 3/4@58 3/4; Reading, 105@105 1/4; Michigan Southern, 72 3/8@72 1/2; Cleveland and Pittsburg, 83@83 1/4; Northwestern, 36 1/4@37; do. Preferred, 66 1/2@67; Rock Island, 98@98 1/2; Fort Wayne, 97 1/2@98."

A new company, with a large capital, called the Woodman & Parton Overland Transportation Company, has been organized in St. Joseph for the transportation of freight to the Western Territories. The Company have established depots at Junction City, on the Eastern Division of the Union Pacific Railroad, and at the terminus of the Omaha Branch, and have arrangements for carrying freight over all the railroads in the country.

A Wisconsin paper says that two prominent and forehanded farmers have been arrested on the charge of firing the railroad depot at Schleisingsville. Both are old settlers, and belong to the class known as "farm mortgaggers." They were required to give bail to the amount of \$10,000.

It is said that large orders for breech-loading rifles have recently been given to manufacturers of arms in Boston, the arms being ostensibly intended for the emperor of China.

**ENGINEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.**

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Manufacturers,
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around them.*

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DEALER IN

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TO RAILROAD CONTRACTORS.LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1876.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1877, for the Graduation and Main line of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 10th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

I. M. St. JOHN, Chief Engineer.

KENTUCKY**Silver Lead Lands,**

FOR SALE BY

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THE CORK CAR SPRING COMPANY

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Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,

Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST and CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

No.	10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 "	6 1/2 "	35 "
3, 8 "	11 "	36 "
4, 8 "	9 "	35 "
5, 7 1/2 "	6 1/2 "	30 "
6, 10 "	8 "	40 "
7, 7 1/2 "	8 "	35 "

PHILIP S. JUSTICE, President

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OLD RELIABLE**LITTLE MIAMI****RAILROAD:****VIA COLUMBUS.**

Shortest and Quickest Route to all the Eastern Cities, Towns, Villages and Stations.

Commencing Sunday, Feb 18.

Trains leave CINCINNATI as follows:

Lightning Express, at.....7.00 A. M.

Connects via Cleveland, Dunkirk and Buffalo, via Crestline and Pittsburg. This train runs through to Cleveland without change of cars.

Passengers by this train reach Boston the following day at 5.00 P. M.; reach New York and other Eastern places in proportionate time. RETURNING, this train arrives at Cincinnati at 6.30 P. M.

Eastern Express Mail, at.....8.25 A. M.

Connects via Bellaire; via Crestline and Pittsburg; via Steubenville and Pittsburg; via Cleveland, Dunkirk and Buffalo. This train through to Pittsburg and Cleveland without change of cars.

Returning, arrives at Cincinnati at 6.20 A. M.

Milford Accommodation, at.....3.30 P. M.

Returning, arrives at Cincinnati at 5.20 P. M.

Columbus Accommodation, at.....4.00 P. M.

Returning, (as Night Express) arrives at Cincinnati at 9.40 A. M.

Morrow Accommodation, at.....5.35 P. M.

Returning, arrives at Cincinnati at 8.00 A. M.

Lightning Express, at.....8.00 P. M.

Connects via Steubenville and Pittsburg; via Cleveland and Buffalo.

Passengers by this train reach New York in time for an EARLY BREAKFAST and a FULL DAY'S BUSINESS.

Returning, arrives at Cincinnati at 5.35 P. M.

Eastern Night Express, at.....11.40 P. M.

Connects via Bellaire; and via Steubenville and Pittsburg. This train through to Bellaire and Pittsburg without change of cars.

Returning, arrives at Cincinnati at 9.45 A. M.

SLEEPING CARS by Night Trains.

The 8.00 and 11.40 P. M. trains LEAVE SUNDAY Night instead of Saturday Night.

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A FORTUNE IN ONE DAY!!

GREAT EXCITEMENT

\$150,000!

In Greenbacks, Real Estate and Goods

TO BE GIVEN AWAY!**Tickets Selling very Rapidly!****UNPARALLELED SUCCESS!!!****Everybody Anxious for a Chance!!**

Splendid List of Premiums to be distributed Gratis to the Holders of the Tickets for the

GRAND GIFT MATINEE!

1 premium in greenbacks.....	\$50,000
1 " " A House and Lot, situated on Murray Hill, New York, with all the modern improvements; title perfect, and guaranteed,	40,000
1 premium, a Farm situated at Monsey, Rockland Co., New York, 1 1/4 hours from New York, 10 minutes walk from the station, containing 70 acres, 500 fruit bearing trees, apples, pears and cherries, 8 acres of large timber, balance in grass and crops, good fences, large springs, supplying a magnificent fish pond and a splendid trout brook, running across the whole property, filled with fine trout, good dwelling house, 10 rooms, 1 large barn, shed and hay loft, 1 granary and carriage house, lower floor fitted up and occupied by farmer, hen coop, pig pen, corn crib, farm implements, carriage, wagons, 3 horses, 2 oxen, 5 cows, pigs, chickens, etc.; title perfect, and guaranteed.....	30,000
1 premium in Greenbacks.....	10,000
10 " " Pianos, (Steinway's and Chickering's).....	5,000
40 " " Sewing Machines, (Wheeler & Wilson's, Grover & Baker's and Singer's).....	2,400
20 premiums Gold, American, Patent Lever Hunting Case Watches.....	2,000
50 premiums, Silver Patent Lever Hunting Case Watches.....	1,500
The balance to be of Diamond Rings, Albums, Musical Instruments, Silk Dresses of the latest fashionable patterns, Kid Gloves, Writing Cases, Silver Tea Sets, and other valuable articles too numerous to mention,	
	9,100

\$150,000

*One Premium to each purchaser of a ticket.***THE GRAND MATINEE**

will take place on

MONDAY, MARCH 4th, 1867,
At the Everett Assembly Rooms, New York,

At which time and place the ticket holders will appoint a committee of disinterested parties to distribute one hundred and fifty thousand dollars worth of valuable property, as above described.

The distribution will be done fairly, honestly, and positively at the time appointed.

No Postponement to take place on any consideration.

Each Ticket Holder's name will be duly registered, and should the parties not be able to attend the distribution, they will be informed by mail of the gift they are entitled to.

TICKETS ONE DOLLAR EACH.

CLUB RATES.	
5 tickets to 1 address, \$4 50	40 tickets to 1 address, \$35.00
10 " " " 9.00	50 " " " 43.50
20 " " " 17.50	100 " " " 85.00
30 " " " 26 35	

All orders executed by return mail. Money can sent by Post Office Orders, Registered Letters, or Drafts at our risk.

AGENTS—active and reliable agents wanted in every town of the Union, with whom liberal arrangements will be made. Ladies are invited to form clubs, and send for tickets, for all the property would be as useful to them as to the gentlemen.

The best references will be furnished on application. All persons wishing tickets and information, will please address, with full name, town and county, plainly written to

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J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
E. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati,
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
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[Aug. 2, 1906.]

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IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

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IT IS AN EFFICIENT

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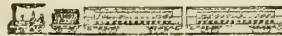
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TO

EASTERN CITIES!

NOV. 19, 1866.		Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.	
DAYTON.....	1	11:01 "	
URBANA.....	1	12:40 A. M.	
GALLIEN.....		3:35 "	
MANFIELD.....	4:15 "	4:27 "	
MEADVILLE.....	12:45 A. M.	1:15 P. M.	
Arrives SALAMANCA.....	5:20 "	6:15 "	
CLEAN.....	6:28 "	7:55 "	
HORNELLVILLE.....	8:47 "	9:30 "	
CANNING.....	10:40 "	12:16 A. M.	
ELMIRA.....	11:12 "	12:52 "	
OWEGO.....	12:33 P. M.	2:18 "	
BI-GRAMPTON.....	1:18 "	3:07 "	
PORT JERVIS.....	6:27 "	8:10 "	
NEW YORK.....	10:30 "	12:30 P. M.	
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.	

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

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TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

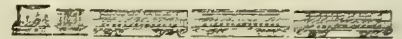
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 80 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt.

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15, foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 7:10 p. m.

Passengers by this route save 61 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers from New York by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. R.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 o'clock.

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 8:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:00 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:00 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:2 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:20 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 9:20 p. m.

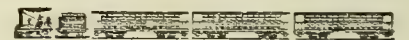
2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 9:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7:00 A. M.	9:10 A. M.
Springfield & St. Joseph Ex.....	12:00 P. M.	4:30 P. M.
St. Louis & Chicago Ex.....	4:55 P. M.	12:15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

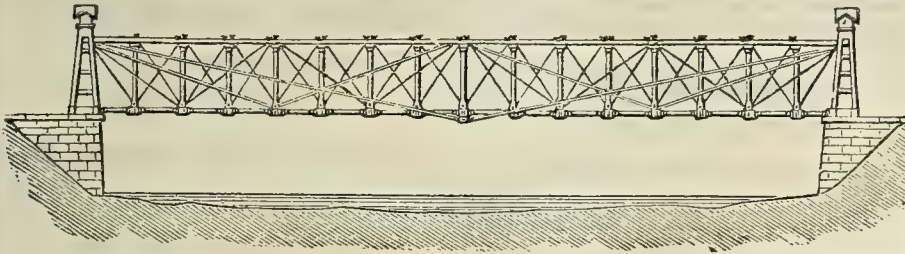
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5:15 P. M.	5:05 A. M.
Harrison Accommodation.....	10:10 A. M.	2:25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN, MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and railroad work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

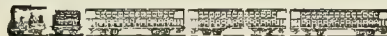
Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
S. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURGH, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent.
myll Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.
The engines, cars and other equipments of the line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. myll

MANUFACTURERS, IMPORTERS & DEALERS

—IN—

Railroad, Car and Machine Shop

SUPPLIES,

—AND—

MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



PASSENGER



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.

Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—

Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, at the shortest notice, and on the most reasonable terms

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT.

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburgh, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the ONLY ROUTE by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wagon Agent, Baltimore, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 30 P. M.
Toledo & Detroit.....	7 00 A. M.	9 30 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 30 P. M.
Dayton Bellefontaine and Richmond.....	3 40 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 40 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....	6 45 A. M.	6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 30 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; or at the new House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

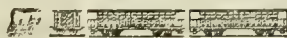
For St. Louis and Cairo	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo	7:15 P. M.	7:20 A. M.
For Louisville—Special Train	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Office, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD, General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LIVE-INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago in advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting at Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:20 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western Trains.

Sleeping cars are attached to all the night trains on line, and run through to Chicago without change of cars. Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President
W. H. L. NOBLE,
General Ticket Agent.

C. R. COTTON, Cincinnati Agent.

MOSELEY'S WROUGHT IRON ARCH

BRIDGES,

AND

CORRUGATED IRON ROOFS

ARCHED AND FLAT.



CORRUGATED SHEETS, OF ALL SIZES, CONSTANTLY ON HAND, PAINTED, AND READY FOR SHIPMENT, WITH INSTRUCTIONS FOR APPLYING THEM.

MOSELEY & CO.
Boston, Mass.

EDWIN J. HORNER,

Successor to

McDANIEL & HORNER,



Locomotive and Railroad

CAR SPRING MANUFACTURER,

Wilmington, Delaware

FREEDOM IRON COMPANY,

MANUFACTURERS OF

LOCOMOTIVE TYRE,

Engine and Car Axles, Pump and Piston Rods

Bar of all Sizes,

And all Forgings for Railroad Machinery

Lewistown, Mifflin Co., Penn

JOHN A. WRIGHT, Sup't.

This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

THE SCHENECTADY LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

Continue to receive orders and to furnish with promptness the best and latest improved

COAL OR WOOD BURNING LOCOMOTIVE ENGINES

AND OTHER

Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding their work to any part of the country without delay.

JOHN ELLIS, President.
WALTER McQUEEN, Sup't.

PASCAL IRON WORKS.

ESTABLISHED 1821.

MORRIS TASKER & CO

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER
THOS. T. TASKER, JR., S. F. M. TASKER
HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore

RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY

4.15 (Express Monday excepted); 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night. On Sundays, 4.30 A. M.; 11.30 P. M.

Leave Baltimore for North and West, 7.35 A. M.; 9.20 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. Express

SUNDAY TRAINS—Leave Philadelphia for Baltimore at 7.45 A. M. and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

The Railroad Record.

E. D. MANSFIELD,
T. WRIGHTSON. } Editors

CINCINNATI;
THURSDAY, FEBRUARY 14, 1867.

THE RAILROAD RECORD,
PUBLISHED EVERY THURSDAY MORNING.
BY WRIGHTSON & CO.
OFFICE—No. 167 Walnut Street.
SUBSCRIPTIONS—\$3 Per Annum, in Advance.

ADVERTISEMENTS.

A square is the space occupied by ten lines of Nonpareil.
One square, single insertion..... \$ 1 00
" " per month..... 3 00
" " six months..... 12 00
" " per annum..... 20 00
" column, single insertion..... 5 00
" " per month..... 10 00
" " six months..... 40 00
" " per annum..... 80 00
" page, single insertion..... 75 00
" " per month..... 25 00
" " six months..... 110 00
" " per annum..... 200 00

Cards not exceeding four lines, \$5.00 per annum.

WRIGHTSON & CO.,
Proprietors.

Arrival and Departure of Trains.

ATLANTIC AND GREAT WESTERN RAILWAY.

	DEPART.	ARRIVE.
Express Mail.....	8:15 A. M.	7:15 A. M.
Night Express.....	8:25 P. M.	6:15 P. M.

LITTLE MIAMI.

Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:35 A. M.
Columbus Accommodation.....	3:50 P. M.	11:25 A. M.
Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:00 A. M.

CLEVELAND, COLUMBUS & CINCINNATI.

Lightning Express.....	7:30 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.

MARIETTA AND CINCINNATI.

Depot on Pearl street, bet. Plum and Central avenue.
Baltimore and Washington City
Express Mail..... 8:28 A. M. 5:00 P. M.
Baltimore and Washington City
Night Express..... 11:40 P. M. 6:00 A. M.
Marietta and Parkersburg Mail..... 8:28 A. M. 5:00 P. M.
Jackson and Portsmouth Mail..... 8:28 A. M. 5:00 P. M.
Hillsboro and Chillicothe Accommodation..... 4:05 P. M. 9:50 A. M.
Loveland Accommodation..... 5:45 P. M. 7:45 A. M.

CINCINNATI, HAMILTON AND DAYTON.

Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellefontaine and Sandusky.....	7:10 A. M.	5:25 P. M.
Bellefontaine and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:40 A. M.	9:15 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:40 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.

CINCINNATI AND INDIANAPOLIS JUNCTION.

Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.

INDIANAPOLIS AND CINCINNATI.

Chicago and St. Louis Express.....	7:15 A. M.	10:05 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.

OHIO AND MISSISSIPPI.

St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.

CINCINNATI AND ZANESVILLE.

Mail.....	9:20 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.

COVINGTON AND LEXINGTON.

Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.

PITTSBURGH, COLUMBUS & CINCINNATI.

Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

Powers and Duties of Corporate Cities.

GAS MANUFACTURE VS. OTHER MANUFACTURES.

It is a good maxim that "every man should stick to his trade," for in that he is supposed to be proficient, and the chances of success are in his favor. The custom of calling in the aid of a shoemaker to repair a watch, or a market butcher to perform some delicate surgical operation on the "human form divine," is of doubtful utility, and is not the usual method adopted in such cases. The real facts in the case are, that the corporate authorities of a city or village are intended to assist in the government of the city or village—they are chosen to represent the people, and under certain restrictions to pass laws, ordinances and other regulations, for the general weal, and to see that the same are faithfully carried out. If every person composing a community had arrived at that state of perfection of heart and mind that would free him from selfishness, and all the thoughts be pure and just, or in other words, if we were all as perfect as angels, we could dispense with a large portion of the toggery of city government. We are, however, still "in the flesh," and surrounded by murderers, thieves, robbers, over reachers, and every manner of criminal known in the history of mankind.

To suppress crime, to provide the means for its punishment, to prevent immoral practices, to open streets and thoroughfares, to collect taxes, that all may bear the public burdens in proportion to their ability, and sundry other things of like character, for the "public weal," that could not be done by private individuals without injustice, are among the legitimate duties and functions of the corporate authorities of a city.

It is true, that in some countries the Government assumes the control of a certain trade or traffic for the purpose of increasing its revenues. We have an example of this in the Government of France, in the tobacco trade. But it is no argument that the government of a country or city is to embark in the traffic in, or manufacture of any article, because it is thus made profitable, or that the article is, either from necessity or perverted taste or habit, one of general consumption. Upon this plea we should have a public bakery; it is undoubtedly a profitable business and the product is of general consumption—indeed, a public necessity. This is also true of the shoe trade, the tailoring, dress-making and millinery business. They are all public necessities and can be conducted with profit, but no one will contend that they should, therefore, be immediately placed under the public control.

We will quote an example nearer home. It is contended that by the purchase of the

gas works they will pay for themselves in ten years, and still be increasing in value—therefore they should be purchased by the city. Money at interest will do that; and it is a safe rule that a business that will not pay for itself in three years, or four at most, is not worth buying. Some ten or twelve years ago, the venerable JUDGE WRIGHT, sold out the Gazette concern to the present proprietors for some thirty or forty thousand dollars, and by prudent management, wisdom, skill, or other circumstances over which the proprietors may or may not have had control, it is now reputed to be worth half a million; not that this amount of additional capital has been invested in the Gazette Office, but the product of the establishment will warrant a valuation at that figure. What are the elements that have produced this result? Increased subscription price and increase in the rates of advertising, together with the increased demand for their paper. Now, public journals are a public necessity, and it is important that the people should obtain their daily news at the cheapest possible price, and be certain that the sources from which they are obtained, and the medium through which they are received are as free as possible from corruption; in addition, it could be urged, from the showing above, that it would be a profitable investment of the public treasure, even better than the largest margin claimed in the purchase of the Gas Works. Why not the city manufacture newspapers as well as gas? Both are public necessities, and the surplus incomes above a legitimate profit are alike filched from the pockets of the people.

As to the cost of manufacturing gas, and the proper profits to be derived therefrom by the company, we will not at this time discuss. It must be a patent fact, however, to any really fair-minded investigator after truth, that it must cost more to manufacture gas now than before the war; although the ratio of increase may not be as great as in many other classes of manufacture—the publishing of newspapers for example.

As an illustration of the increase of the expense of doing business, and the advantages of public management over private enterprise, the Gazette of Feb 13th, in defending the management of the Water Works, under the direction of gentlemen against whose integrity and ability not a whisper of calumny was ever heard, says that

"The cost of pumping the water was increased from one cent per 1000 gallons, in 1865, to four cents per 1000 gallons in 1866."

The Gazette also furnishes another forcible illustration of the above, by stating that

"The great engine, which was estimated originally at \$100,000, (\$80,000 is the correct figure. Ed. Rec.) has cost over half a million. It now requires six boilers to make steam, being double the number necessary to run the old engines, which furnished an ample supply of water. The consumption of coal for this new engine is estimated at 900 to 1000 bushels per day. It is supposed that the engine may be so

changed as to reduce the consumption. If not, it would certainly be unwise to use it."

This economical result, we are informed by the *Gazette*, was arrived at from the fact that

"The Trustees then permitted him (the engineer) to proceed with the work without plans or specifications."

We deem it unnecessary to comment on the above, the facts "speak for themselves."

One further illustration from the *Gazette* and we have done. It says:

"Then as to the cost of the water to private consumers; This averages 15c per 1,000 gallons, and is lower than in any city in the United States, where water is pumped, with the exception we believe of Cleveland, and perhaps Detroit."

In elucidation of the above, we desire to propound a mathematical problem, viz.: If the cost of pumping water is one cent per 1000 gallons in 1865, and four cents per 1000 in 1866, and the cost to private consumers averages 15c or nearly four times the highest cost of the water in the reservoir, what will be the cost to private consumers of gas, under the public management, if the ratio of cost to manufacture and delivery to consumers (the cost of manufacturing gas being variously estimated at from \$1 to \$2.25 per 1000 cubic feet,) should be the same as it is to supply the city with water? We think the people will see that it is safer to contract for gas at a reasonable price, now that they have the opportunity of doing so, rather than run the risk of trying new experiments, and "then permitting him to proceed with the work without plans or specifications."

THE HIGHEST AND LOWEST GOLD QUOTATIONS IN NEW YORK FOR FIVE YEARS.—The comparison following shows the highest and lowest quotations for gold during each month of the year 1862, 1863, 1864, 1865 and 1866; which gives the whole range of fluctuations on the gold premium since the suspension of specie payment:

Date.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
January.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
February.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
March.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
April.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
May.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
June.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
July.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
August.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
September.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
October.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
November.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4
December.....	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4	105 1/2	105 3/4

Europe and America on their way to Asia. Routes to Asia.

Whatever may be thought of the paganism, the semi-civilization, or the stagnant state of society in Asia, there are two facts in its condition, which will always excite our interest—that it contains much the larger part of the human race, and that its trade has always been a source of great profit to those who enjoyed it. Hence, it is, that the European mind has always been greatly exercised about commerce with Asia. The South Sea trade with Asia has always been the Eldorado, which has excited the European intellect to invention, enterprise, and discovery. It was this which produced the discovery of America, a thing of vastly more importance than all Asiatic trade. It was this which produced the British conquest of India, and which has formed the vast colonial empire in Hindustan. It is this, that brought on the opium war by which the British forced open the China trade, and which is now producing a great revolution, both naval and commercial, in the condition of China; so, when within a few years, our country has risen to great magnitude and immense swelling the volume of trade, and looking forward to vast commercial enterprises in the future; we also are beginning to feel an Asiatic fever. We have States on the Pacific; our central States are rapidly approaching the Rocky Mountains; our Railroads are stretching out to the farthest barrier, and we are looking out on the great western ocean from our splendid port, San Francisco, and soon we shall have great cities on the Straits of Fuca, and the Gulf of California, and at San Diego, and we shall be whitening the Pacific with American sails. We are going to the east, as it is called in Europe, by going west. Let us take a glance at some of the ways by which Europe and America are going to Asia.

1st. Europe is about to make a ship canal across the Isthmus of Suez. The Isthmus of Suez is the narrow strip of land, we believe about 80 miles in breadth, which lies between the Mediterranean and the Red Sea. On one side of this Isthmus lies Egypt and the Nile, on the other Arabia and Palestine. If a ship canal were made there, it would shorten the voyage of vessels to India by several thousand miles; the voyage being made up the Mediterranean, through the canal and Red Sea, directly to India. It has heretofore, and must be till the canal is made, round Cape of Good Hope. It is one of the most remarkable things in modern commerce, that this canal was not made hundreds of years ago. On the other hand, however, we should recollect, that not till within the last century has the spirit of commerce become dominant in Europe, and not till within the last half century could it have been done without a war and the protection of armies. We can see in this fact, how vast have been the strides of

commercial civilization within the last century. Now the canal is under construction by a French company without any political obstruction. We find in the *Merchant's Magazine* an account of the work on the Suez Canal, which may interest the reader;

"A letter from Alexandria of the 6th of October, says: The cutting of the maritime canal of Suez, in the section from Suez to Chalouf, which was the last commenced, is being carried on with great activity. This section is divided into three parts—one, that of the quarantine at Suez, the other in the plain of Suez at a distance of four miles, and that of Chalouf, ten miles distant. The number of cubic metres (the metre is about 3 feet 3 1/2 inches) to be removed in these different points of the canal is 15,907,246. Since the commencement of the works 202,542 cubic metres have been extracted. There consequently remain to remove 15,704,704 metres cube. The number of laborers employed on the whole line is 2,203, of whom 1,500 are at Chalouf, 350 in the plain of Suez, 350 at the quarantine. The extraction is made at Chalouf by means of several inclined planes with locomotives, which present the advantage of greatly assisting labor. Eighty miners and 200 laborers are occupied in blowing up the rock, which in this place is in the line of the canal, and of which the volume is 24,393 cubic metres. At the present moment 13,856 metres have been removed, so that there remain 10,539. The average monthly work done on this rock being 2,100 cubic metres, five months will still be necessary before it is completely finished. The earth-works in this place are, so to speak, insignificant compared with the rock; they amount to 113,566 cubic metres, of which 87,915 have already been taken away. For some time past the recruiting of Arab laborers has been made with facility, and the engineers have succeeded in inducing them to use wheel-barrows instead of coffins, which are much more convenient. If no obstacle should arise to disturb the recruiting, the preparatory works may be finished before the period originally fixed."

The canal is constructed by making two trenches, on the sides of what is to be the canal, each twenty metres (25 yards) broad, which goes across to the dredging machine. The width of the canal in certain places is to be 102 metres (325 yards,) which is near 1,000 feet in width. The work is one of gigantic magnitude, but if finished will be one of gigantic importance. It will save thousands of miles to the British and the French in their trade with India; not very important, as we shall soon see, to the trade of China, for China is so much farther beyond India, by that route, that unquestionably, it will be reached nearest by way of America. This brings us to the route by way of the Isthmus of Panama.

2d. The route by the ISTHMUS OF PANAMA.—For the last century, the minds of far seeing men, both in Europe and America, have been turned to a connection of the Atlantic and Pacific by way of the American Isthmus. On this route, there are several different lines, which might be taken, the Isthmus of Darien, the Isthmus of Panama, Lake Nicaragua and the Gulf of Tehuantepec. The latter is no doubt the best, not only because quite as easy

made, but, because, much the shortest line. A competent company was formed for this purpose, but political troubles and litigations intervened, so that ultimately the Panama route became the one on which a Railroad was actually made. A canal for ships is what is wanted, and it is possible, but it would be a work of great time and capital; but, in the mean time, the settlement of California made some route over the Isthmus a pressing necessity, so that the Panama Railroad from Aspinwall to Panama was made as soon as possible, and became the great travelled route to California, and so absorbing has been the demands of California, Nevada and Oregon, for some speedy passage, that till very recently, the plans of the companies engaged went no farther than to supply those demands. But now we have altogether a new scheme which looks as if the trade of both America and Europe with China, might for the present go over the Isthmus of Panama. This is the formation of a Steam Ship Company, with great ocean ships on both sides, to make the voyage direct from New York to China—the vessels from Panama going direct. It is thought, and probably correct, that the voyage from Europe to China may be made much quicker by this route than any other. If this be true, then we may look for a new and great current of travel setting in from Europe as well as the United States *via* New York and Panama to China. If we were to stop here, this would be a great achievement in commercial progress; but we shall not stop here by any means. This is not the ultimatum, we shall have something much better.

3rd. The Great PACIFIC RAIL ROAD.—If we suppose a railroad on one continuous line across the American Continent, about 3,000 miles; it will be the shortest line from Europe, and from all parts of America to China and Southern Asia. It will also be the quickest and the best. In fine, for the transportation of costly merchandize, and for passengers who want to save time as well as money, it will be the preferred route. Now, full half—in fact, considerably more than half that great line is already made, and the whole work is progressing with great rapidity. Last year the line from Kansas City to Fort Riley was completed, and an equal amount made from Omaha west. This year these lines will nearly reach Denver City, and then come to the foot of the Rocky Mountains. The residue of the route will be difficult, but in four or five years, it will be completed. Then we may expect to see on this continent a great revolution in trade. Gradually, perhaps, but still soon the great current of men and products will begin to flow over the American Continent, and all the ideas the world held for thousands of years, of trade, power, population and civilization, will be changed forever, and the geography of the earth must be written once again.

Currency—Specie Payments.

MR. EDITOR—There is much controversy just now about financial and currency questions. A stranger would be somewhat puzzled if he was left to our periodical press for his information; he would suppose we were being ruined at one time by having too much money, and then by having too little.

There are some preliminary facts, about which it would seem there can be little controversy.

And find what is *money*, or as it is now called *currency*? It may be defined as the MEANS FOR FACILITATING THE EXCHANGE OF VALUES. We cannot exchange the value we create for the one we want; hence there must be some article, for which every person is willing to part with what values he has, and which he can exchange for what ever values he may want. Now this thing or *article*, is *money*, whether it be coin or bank paper, or checks, or bills of exchange. In cities, where all spare money is kept on deposit, exchanges are effected by means of sight checks on the bank holding the drawer's deposits.

It follows that *values*, not *money*, is required to pay up final balances. Gold and silver coin are both *money* and *values*. Gold and Silver are natural products, like iron, or copper, or corn, and can be applied, therefore, to settle balances between nations. But when coin is applied to such a purpose, it is applied not as *money*, but as a *product* or *value*. Bank paper or treasury notes are *money*, not *values*. All that they can do is to facilitate the exchange of values. The value they represent is in the one case in the bank; and in the other the credit of the United States. If A owes B a \$1000, and pays it in a \$1000 treasury note, the creditor or B agrees to take the the promise of the government for the debt of A and thus the debt really due from the government is transferred from A to B. Though this simple machinery values are passed from the hands of the producer to those of the consumer, and whatever money is left in the hands of parties handling these values represent their respective profits.

From this simple statement, it will be seen that the amount of *money* a country needs is not *arbitrary* but *limited* by the amount of exchanges, which take place; and it never can exceed that amount, as its use is simply to facilitate the exchange of values. It may be less, because many exchanges are mere barter and take place without money; as where a merchant credits a farmer all the year for goods sold, and receives his crop as payment. So when exchanges of values are effected by bills of exchange, or by sight checks. In these cases no *money* is technically used, though bill of exchange and checks serve the same purposes.

Again the amount required depends upon the rapidity, with which the money is passed from hand to hand. One hundred dollars pass-

ing from hand to hand may effect the exchange of a large amount of values; while a like sum, kept in a farmer's chest, would represent the exchange of no values. The country banks of New York redeem their circulation, I am told every thirty days; it will require sixty in Ohio and ninety in Iowa; hence it will require less money by one half and by two-thirds to effect the same amount of exchanges in New York than in Ohio and Iowa. So a country, like Great Britain, of small extent and dense population and great wealth, requires much less money to effect its exchanges than in a large and sparsely settled country like ours, nearly all its money is represented by deposits; while in the United States, where, except in a few large cities the money is represented by bills in the pockets of the people.

It will be seen that there are many considerations to be taken into account in settling what amount of money is needed for the transaction of the business in any particular country. If the country is doing a business for cash it will require more money than if all its exchanges are made on credit. Its people must keep on hand a much larger amount of money. So, if a people are rich, they will keep larger reserves on hand; and in this country this reserve must be kept on hand in money, outside of the large towns and cities where only banks can be found.

It will be seen that money has little, if any influence on commercial revulsions. What is a commercial revulsion? It is a very simple fact; certain men have bought more than they can pay for. It may be that they have sold to others and then to others again; but the consumer cannot pay, and, therefore, the merchant cannot. It is not a want of money; It is the want of values. If the consumer had values to sell, he could always get money for them; but not having these values, he cannot pay, until he can create them. These revulsions arise from the folly of merchants in urging their customers to buy, when they have nothing to pay with. If all men are out of debt, money may be plenty, or scarce, it is all the same to them.

It is said we have too much money in circulation. If so, where is it? Can any one be found, who will admit he has more ready money than he needs? There is on the contrary a great complaint of scarcity of money. This complaint of too much money and a scarcity of money put forth at the same time is somewhat contradictory and needs some explaining. But where is this plethora of money we ask again? It is not in the cities, since the withdrawal of a few millions by Mr McCulloch plays smash in a city like New York.

There is little *money* in the cities. It is there represented by bank deposits, and when these are called for, there is not money enough to pay them. The money in the hands of the people is not surely in excess, since they will

keep no more than they need; and those only keep it, who are not in debt.

It is said further, that we have now a circulation of \$300,000,000, when before the war, we only had about \$300,000,000. Here is an apparent *truth*, but in fact a huge *lie*. Before the war our circulation was composed of paper and coin; now it is composed of paper alone. Instead of \$300,000,000, before the war, we had over \$500,000,000; \$200,000,000 or more in coin and the balance in paper, but this is not all. In this estimate we include all the paper money, that *can now be issued*; while in the bank returns, made up before the war, all bank payers not out of bank was excluded from the returns. It is assumed in this estimate that all the bank paper, authorized and issued, is in circulation. This of course is not true, because large amounts of it are in the banks themselves and not in circulation; besides the government hoards up large sums of treasury notes and thus withdraws them from circulation. If all the paper, the banks, before the war were authorized to issue, had been included in their statements, the sum total would have been largely increased. When these corrections are made, the difference will not be so great. The government is collecting \$510,000,000, more revenue than before the war. This requires some money and not a little of it.

It is said however it has run up prices, so that it takes more money than it ought to take. How can money raise prices. Will a man, who has money, intentionally pay more for a thing than it is worth. It is demand and supply, it has always been supposed, which settle the value of products. But is this complaint true. During the war, hay was \$30 per ton, now from \$4 to \$8, corn \$1.00 per bushel now 40 cents, wheat \$2.00 per bushel, now \$3.00. It will be seen that some prices have fallen and some increased; and this change dependant upon the supply and demand and not upon the amount of money in circulation.

We require more money now than before the war. Nearly all the business is done for cash: farmer's keep more on hand than before; \$100 now, when they formerly kept \$20.00. Almost every one now keeps on hand, idle, more than he used to. Add all these sums scattered among 35,000,000 of people and it will amount to no small sum—\$100,000,000 will not reach it.

I have said enough to show, that all paper allowances made, there can be no great surplus of currency, and, therefore, no need of forcing its diminution. But how is it to be diminished? The banks must cease to loan, if money is to be decreased, and the government when it collects its taxes in greenbacks, must pay back to the people for interest and disbursements something else than treasury notes. What is it to get to pay its debts with? Gold is out of the question since that is no longer money. But if the world was full of gold, how is the government to get it? This

matter of getting the money out of the hands of the people will prove no easy task. Whenever the people pay the banks and government more than they receive from them then will circulation begin to diminish, and not before.

But it is urged that the country must resume specie payments and that will set every thing to rights. *This is an impossibility.* Specie payments cannot be resumed until coin and paper are of the same value. If coin is worth more than paper, a resumption of specie payment is merely an act, by which all paper must be withdrawn from circulation and coin be the only money. There is not coin enough in the country to do this; the redemption would cease when \$100,000,000 of paper was withdrawn and the country would be, so far as a specie currency was concerned just where they were to begin with.

Before there can be a resumption of specie payment, Congress must change its legislation. Congress *discredited treasury notes* by the law, which allowed their issue. To secure equality of value between coin and paper, paper must perform every money function that coin can. If coin will answer certain purposes that paper will not, then coin is more valuable than paper. Congress refused to receive greenbacks for duties, requiring those to be paid in gold, and by this act depreciated necessarily its own paper below the value of gold, and that depreciation still exists and will exist, until Congress shall make treasury notes equal to gold for the purposes of money. Let Congress make treasury notes receivable for duties, and what further use is their for gold? There is no foreign demand beyond what comes from the mines and goes out as a natural product, like wheat.

But how does the matter now stand? The importers who have the duties to pay, is compelled to receive paper for the goods he imports and sells. He cannot get gold for them. Hence he must go to the man holding gold, and buy it of him as he would buy any other article he wanted for what the holder may ask for it. Coin is now an article of *traffic*, and not *money*. Let the Government make its duties payable in cotton alone, don't any one see that that fact must raise the price of cotton?

There is required in New York City alone from \$300,000 to \$500,000, per day of gold to pay duties with, and this amount must be bought of men who have a monopoly of gold. And the Government directly aids these men in working this monopoly. The Secretary keeps in his vaults near \$100,000,000 of gold all the time. This is a larger sum than all the banks of the United States ever held at one time before the war. I believe \$80,000,000 was the highest point ever reached by the banks at that time. Here, then, is near one-half of all the coin of the country hoarded up by the Government, and this act renders it possible for a few men to monopolize the bal-

ance, and force parties to pay whatever price the monopolists see fit to ask.

There is but one remedy for this absurd condition, and that is for Congress to change its absurd policy of discrediting its own paper; let Congress pass a law declaring that all duties may be paid in Treasury notes at their value in gold, since duties have been levied on a gold standard. This law passed, and there would be no more demand for gold, and my word for it, it would go down at once to ten per cent. premium. And unless our importations should be greatly in excess of our exports, there would be no demand for gold for exportation. As *money* it would now be no better than Treasury notes, the latter being legally receivable for all the purposes of money.

It may be said that we must have gold to pay interest on certain portions of the national debt. It is not gold, however, that the bond-holders want, it is gold's worth. The money interest being paid, the gold is sold for Treasury notes. Why should not Government pay this interest in treasury notes directly, and not indirectly. It can be done by paying the bond-holder just as much in Treasury notes as he could sell the gold for. This would stop the gambling in gold, and make the financial action of the Government correspond with, and work into, the general circulation and business of the people, and no one can object to this policy.

It may be said that this will frighten the holders of our bonds abroad. This looking to European capitalists to hold up our credit is all wrong, and has been wrong from the beginning. It shewed a want of confidence on the part of the Officers of the Government, in the patriotism and pecuniary ability of the people. *It is for the interest of the country that not one dollar of the debt should be held abroad. If it was all owned abroad we could not pay it.* If we are to pay it without feeling it it must be paid to our own people; its payment must be made simply to represent a change of property at home; but if it is to be paid abroad, it must be paid in coin or its equivalent. We cannot pay a foreign debt by a transfer from one to another of portions of our real and personal property, as we can if we pay it to our own people. If paid in money at home, the recipient of that money must buy real estate, or reinvest it in some other form. By such a payment the wealth of the country is not diminished, whereas by paying it to foreign holders, the nation is just so much poorer. This consideration is one of vital importance in the financial policy of the nation. If it is overlooked and violated there will be a crash indeed.

Until this policy is adopted of *making Treasury notes as money equal to gold*, there can be no resumption of specie payments by banks or the Government, and this policy once adopted, specie payments and the superabundance of money may be left to the regular ac-

tion of the laws of trade. When the banks and the Treasury take in their notes and no one wants them, they will retire from circulation of themselves. Money cannot be crowded into circulation when no one wants it, unless the banks choose to loan it to irresponsible men, who will gamble with it at their risk. This effort on the part of legislators to create and limit the amount of money by law is simply as mischievous as absurd. Money is the creature of trade, and its abundance or scarcity is regulated by the wants of trade. A recent French writer has demonstrated that the English act of 1844, which undertakes to limit the amount of money in Great Britain, is absurd and a failure. At the very time when credit is the most needed, the law prohibits its use, and hence amid repeated commercial crisis, the limitations of that law have had to be removed. The reason is plain. Everybody on such an occasion is willing to trust the Bank of England, and unwilling to trust any one else. The Bank, then, being well secured by those whose credit is suspected, loans its credit to these men in its bills, they pay their creditors with them, and these creditors return them to the Bank as a deposit. In this way, men who have not *ready means* enough to meet their present liabilities but have an abundance of means which will become available in a short time, are saved from bankruptcy, and the commercial community from a panic, while trade runs its usual rounds in the unbroken silence of a mighty flowing river.

It is not the want of coin that prevents an immediate resumption of specie payment. There is more coin in the country now than there ever was before. We have not exported since the war began as much gold as we have produced and imported at the beginning of the war. The difficulty lies in the fact that gold is worth more than paper, hence, if the banks were to resume, those holding their paper would run it home for gold, not because the gold was wanted as *money*, but because a profit could be made on the operation; it would be a matter of trade and speculation and not of money. It is idle, then, to think of specie payments so long as Congress persists in its wicked policy of depreciating its own money, Treasury notes, in comparison with gold.

There have been several mistakes committed in our financial policy since the rebellion broke out.

The first was the strange idea with which Mr. Chase started, that the war could be carried on under the then Sub-Treasury law, in coin. Sixty days' experience put an end to this absurdity, by a forced suspension of all the banks.

The next was that of making Treasury notes inferior in value to coin, by refusing to receive them for duties. This error was the result of another, originating in a distrust of

the people, the looking to foreign loans to carry on the war. That was a second absurdity. Could any sane man expect that foreigners either could or would supply our wants in this war? To carry out this plan bonds were, both principle and interest, made payable in coin; hence, duties must be required to be paid in coin to meet the interest on these bonds. The true policy would have been to have made them payable in *money* without a word about coin. We gained nothing by this mistaken policy; the *people* had to take these bonds at the time; it was not until we had shown this ability, that foreigners would touch a dollar.

The next mistake was the forcing the national banking system on the country. It was claimed, nay, Mr. Chase so said, and claimed that without it he could not meet the financial necessities of the Government. Congress against its own opinion, I have reason to believe, passed the measure as a financial necessity, and the result was, it never gave the Treasury a dollar more than it could have got without it. I then anticipated future difficulties growing out of this measure. I fear the power and corruption of placing the money of the nation in the hands of politicians at Washington. Already it is becoming the subject of conflict, and Congress is now looking to wiping out all this circulation, and in so doing will legally wipe out the whole system. I never would have adopted the system, but being adopted, it cannot be suddenly withdrawn without a violent shock to the whole monetary and commercial interests of the nation.

One word as to the national debt. We ought to pay off \$1,000,000,000 of it, leaving \$1,500,000,000. The reason for this is a national one. The nation ought not to be so in debt that it cannot, when the occasion demands it, go to war. We ought not to be involved as Great Britain is to that extent, that we must put up with injustice or insult because we can not afford to go to war. With a debt of \$1,000,000,000 or \$1,500,000,000, we could at any time enter upon a necessary and just war, and I hope we will never enter upon any other.

The people of the United States can sustain a heavier rate and amount of taxation than any other country or nation. The reason of this is apparent; the taxation of a country must be taken from its annual surplus productions. The annual surplus production of the United States is larger according to its population and capital than that of any other nation. We have no idlers who consume without producing, as is the case in Europe. We all *work*, we all produce in some form or other. This surplus must go on increasing. The South, now it has been freed from the curse of slavery, will do what it never yet has done, add to this surplus production, and by surplus production, we mean that production which is not required to feed

and clothe our own people. Hitherto the South has consumed between idle masters and its inefficient labor nearly the whole of its annual productions. New York capital had to be advanced to enable the South to raise its cotton and sugar. This state of things will now be changed as soon as the labor of the South becomes broken in to its new condition. Economy, not extravagance, will become the order of the day.

We can pay this debt—if we add \$1,000,000,000 to the capital or wealth of the country, we have only to transfer this wealth to the holders of the bonds, and that amount is settled. All that money can do in this operation is to bring about this transfer of accumulated capital. When the debt is paid the country is no poorer; there has been only a transfer of property and the thing is done; but to pay it abroad is another thing, and a much more difficult one. If it were possible, I would forfeit every dollar of this debt which should go abroad. Our self interest and patriotism ought to make us ashamed to sell a bond of it to a foreigner. If kept at home, it will prove a mighty instrumentality to lift us over our commercial revulsions. It will pay any and all debts at any and all times. Every business man ought to invest a part of his profits in these bonds to meet unforeseen contingencies. When business is profitable let him invest and it will serve him fruitfully in times of revulsions; it will enable him to help a friend; it may save himself. The business of the country needs such a reserve fund to meet the thousand and one changes which may occur.

In conclusion let me repeat, it is to the *labor* of the nation that we must look to pay its debt. *Let Congress see that it is protected and employed.* Productive labor must be found for all, and can be, if we rightly shape our national policy. Let us make all that we consume, so far as we can. Let us import nothing that we can produce; for every laborer in England that we employ, leaves one idle at home. It is a melancholy sight to see hale men with hands and without work. Let the nation employ home instead of foreign labor, and we shall prosper beyond all former precedent, and the payment of our national debt will scarcely be felt if paid to our own people.

S. N.

A dam is to be thrown across the Connecticut River at Montague, Mass., furnishing a fall of about 80 feet, and making it one of the most valuable water powers in the interior of New England. The New London and Amherst Railroad is to be extended to the new dam.

CEMENT FOR IVORY, MOTHER-OF-PEARL, ETC.—Dissolve one part of isinglass and two of white glue in thirty of water; strain and evaporate to six parts. Add one-thirteenth part of gum mastic, dissolved in half of one part of alcohol, and one part of white zinc. When required for use, warm and shake up.

Fast Freight Lines.

REPORT OF SPECIAL COMMITTEE OF OHIO LEGISLATURE.

[Concluded from last Week.]

We have stated with more particularity the organization and results of the Great Eastern Dispatch, because it fully exemplifies the more essential mischiefs of that class of freight agencies, compressing them within one view, without that magnitude of operation that imposes upon, and those specious conveniences that embarrass, the judgment. In it is found the usual temptations to officers in the grossest forms, the expensive uselessness of the services, and the vexatious hardships upon the unfortunate stockholders, necessarily belonging to this class of agencies. The freight of these lines is hauled upon the tracks, usually in the cars, and always by the motive power, under the direction of the working force of the roads. The means and labor of transportation are wholly afforded by them. All that is claimed for freight lines in matter of transportation is that they occasionally build and furnish cars, thereby supplying deficiencies in the freight equipment of roads, provide agents along the routes at points of transfer or connection, following the shipments, and in case of freight blockade or accident, seeing that their freight is got out and sent forward.

In case of accident it is the duty of the roads to repair breaches, and forward the freight as rapidly as possible. If this is not done, the agents of freight lines simply perform the proper work of road officers, they have no more ability to obtain hands, and ought to have no more skill in hiring and working them at the point of accident. These accidents seldom occur at points where other transportation can be had. In fact, in all of our investigation we have heard of but one instance in which any of these lines attempted to provide any means of transferring freight over a point of accident, and that was of merchandise by an Express Company, and but two or three cases in which new means of transportation was provided in cases of delay. Accidents and blockades affect the business of freight lines generally to the same extent as other transportation, and in any event, affecting so trifling a part of the whole traffic of the country, they do not form any adequate foundation for such extended and expensive organizations.

We know of only three freight lines having cars of their own, viz: The Great Eastern Dispatch, 11 cars; Star Union Line, 1,000 cars; and the Empire Line; there may be more.

During the war, when the Government was using very largely the freight equipments of the Pennsylvania Central, and almost exclusively of the Baltimore & Ohio, the business pressure upon the remaining transportation of the country was very great, and the supply of cars inadequate. This temporary want the Star Union Line in part supplied. Both before the war and since, however, the aggregate equipment of the country has been more than sufficient for its trade. It is this excess of transportation facilities that give rise to the violent competition before the war, and is starting it since. There is no general convenience, therefore, arising from the addition to it now.

In so far as they may load and unload their cars, and bill and collect their freight, it is but a question as to who shall employ the clerks and laborers and the relative advan-

tages of two or more organizations over one in managing the same general business.

That these lines have heretofore carried and delivered freight with more promptness and dispatch than formerly by railroads alone, there is no doubt. How is this done? In part by providing agents along the route with full information from the shipping point of the freight moving; to watch and see that it is not unnecessarily delayed by a disabled car, or other obstruction, and neglected on side tracks. This is simply a guard against the negligence of railroad employees, and if provided in the interest of the whole traffic, would exert a good effect in improving the promptness of railroad transportation. This greater promptness is also in part owing to preference in forwarding their freight, improperly obtained by tampering with the employees of the roads, or by secret contracts with railroad officers.

Every Railroad President and Superintendent, and every agent of the freight lines that we have examined, deny the allowance of such preference. In one of our examinations, as will be seen, a Superintendent swore that, so strict was their rule, that he would summarily dismiss an employee who would permit it.

* * * * *

Most of the railroad presidents whom we have examined have been offered stock on favored terms, or as a gratuity, by these organizations. The president of two roads were offered gratuitously 10,000 shares each of the stock of a Pennsylvania corporation, in connection with a contract pending with their companies, and, with the approval of their board of directors, they accepted it in a secret trust for their use. Indeed it may be safely affirmed, without specifying the particular cases that have come to our knowledge, that every one of these organizations has sought to distribute their stock upon terms more or less favored among railroad officers. We shall hereafter advert to the actual interest of these officers in them.

On the other hand, these lines having no facilities of their own, are constantly tempted to deceive the public by promises they cannot perform; and by representing advantages they do not possess. They have afforded a convenience to the shipper which, in the isolation and strife among railroads, they did not for a time afford him, in settling losses promptly by agent at the place of delivery.—Railroads heretofore having but partial running arrangement, and declining responsibility for each other, delayed the shipper with tracing losses, and often compelled him to go to distant roads to recover them. In this respect there has been a steady improvement. It is not now a serious evil, and a wiser and closer co-operation among railroads will afford to the public a complete remedy. But in connection with this convenience, these organizations are giving rise to a kindred danger.

Our courts have maintained the general common law liability of carriers for losses against attempt to limit or abridge it, by contract or otherwise. The American Law Register, during the past year, has published elaborate articles to show that the law does, and if not it ought to, materially qualify the liability of carriers of this character, especially express companies, because they have no control of the means of transportation. The railroads, it is assumed, are not liable, because they are not parties to the contract with the shipper. Thus, between the two agents of transportation, it is proposed to de-

prive the public of security for their freight in the liability of either.

We have already given some facts showing the enormous profits of these organizations. These profits are either derived from an increased rate to shippers, in which case it becomes a burden to the public, or by taking a part of the fair earnings of the railroads, in which case they are impoverished, or in part from both, which last is probably the true hypothesis. The case is a simple one. There is an additional party to provide for, with no moderate wants, requiring heavy dividends and large surplus. The roads already impoverished with their own strifes, can spare but a part; rates must be increased and the public pay the balance. The price is a heavy one for the temporary convenience afforded, but must be paid.

In the mean time stockholders are without dividends, the roads are out of repair, and without fences, and the public are losing life and property from defective road and machinery, and still paying high rates for their accommodation.

Some of the roads over which these organizations operate, undergoing repeated capitalization of stock, are in the hands of receivers for the benefit of their creditors, and others, with their stock wholly sunk are being sold to pay off their debts.

A long step, in the right direction, towards the relief of the railroads, has been made in the voluntary co-operative movement of roads forming lines of transportation, to organize their through freight business under one management for their sole benefit. Of this character is what are known as the White and Red Lines. The Red Line was established by the New York Central, the Lake Shore roads and Michigan Southern and Northern Indiana, to include also the Central Massachusetts roads, forming lines from Boston, New York and Albany to Chicago. The White Line was established by the same roads east of Cleveland, the Cleveland, Columbus & Cincinnati, Columbus & Xenia & Little Miami, and Bellefontaine Railway Companies, intending to embrace all connecting roads, east and west, that desired to become a part of the organization forming through lines "between Boston and New York in the east, and Cincinnati, Louisville, Evansville and St. Louis, and such other cities in the east and west as deemed advisable, and all intermediate points." Each road furnishes its quota of compromise cars to the line, which has its superintendent and agents. It has to the public the unity of ordinary freight lines. It traces and locates losses and settles them at the point of delivery. After paying expenses, the balance of the common earnings is distributed among the roads according to the service each rendered in the common business, the through rates of the several roads being charged. This plan secures the advantage of a common agency in all the markets, under the immediate supervision of the roads, dispenses with irresponsible and expensive commission agencies, and relieves the road from the burden of outside freight organizations. It substitutes co-operation among the roads of mutual opposition and injury, places rates upon a steadier footing, and above all, it places the whole trade of each road under a management in the same interest, and thereby secures the equality of the public in transportation. It accomplishes another most desirable result. It provides a distinct organization and management of the through business of each road, without depriving it of its profits. The through business, provided with

its separate facilities, no longer conflicts with the conveniences of the local trade, and the officers and agents of the road, relieved in a great measure from care of the one, can devote so much the more attention to the accommodation of the other.

This plan may have abuses, and doubtless will have, in its details. These must be guarded against, in part, no doubt, by legislation. They must be provided against as they appear. Nor do we intend to approve of any precise plan, but only the general principle of co-operation among the roads of the country, indicated in the Red and White Line organizations.

The result, therefore, of our examination has been, that outside freight organizations ought to be discouraged or prohibited by legislation.

That ample authority should be given to our own roads, to make all necessary co-operative contracts with each other, and with the roads and transportation lines of other States, for the transaction of their common business.

Before dismissing this subject, we cannot forbear to call attention of the Senate to a theory and plan of railroad management now extensively, and in a degree secretly entertained by railroad officers and transportation men, of especial concern to local interest. It is proposed, that instead of discouraging freight lines and transportation companies, the railroad companies shall themselves withdraw from the carrying trade of the country, and opening their road as a highway, shall, with their own locomotives, and according to their own time table, draw the cars of every person or company that may desire to come upon their road. This plan is urged in manifest forgetfulness of all accommodation to local communities, and in sole view of the interest of the through trade. Under it, such communities only could have freight facilities, that could afford trade of sufficient regularity and amount to induce some freight company regularly to connect with it. The time, the extent, the manner, and even the existence of transportation facilities upon the road must depend wholly upon the changing interest, ability and fortune of the companies that would operate on them. Such facilities might be depended upon between important commercial depots, but could not be secured to the smaller local stations. There is no obligation to furnish them, chargeable upon any responsible party that has a dollar's worth of property in this State that may not be removed in twelve hours' time, or any corporate existence amenable to legal process, or any interest in the communities of the State further than the trade that for the passing hour they can afford. Entire protection to the local interest of the State demands that railroads should not be permitted to abdicate any part of their offices, or form out their duties to others to perform.

During the war various causes contributed to largely increase the amount of goods carried by express companies upon the passenger trains which imparted a new character to the business, and gave great importance to those companies, as a new channel to the more valuable commerce of the country. Had this continued, it would have prevented some serious questions as to the safety of travel and the interests of railroads, for perhaps the Legislature and certainly railroad managers to solve. With the removal, however, of the active causes of increase during the war, and the great improvement in freight facilities since, their business in carrying freight has

declined, and the tendency certainly is, as trade and prices become settled, to restore to the ordinary freight transportation the whole carriage of merchandise and other valuable freight, heretofore shipped in part by express. This change will certainly take place if the plan inaugurated by the Baltimore & Ohio Road, of running a light freight train at passenger speed, carrying freight at the usual rates, should be generally adopted by the other roads.

The largely augmented profits of the express companies, resulting from this temporary increase of their business, produced its natural result. A new company was started, with a formidable capital, widely distributed among the mercantile communities of the United States, giving to it at once the advantage of a large trade. The three old companies, the Adams, the United States and the American, had divided the territory over which they operated among themselves, established common rates between the larger points where they should compete, and arranged to carry the freight of each other to its destination when taken by one company to be delivered within the territory of the other. They thus established for themselves substantial monopolies in the express business within their respective territories. Their rates were fixed arbitrarily, and of course were influenced by no competition.

Immediately upon the Merchants' Union Express, the new company, going into operation, a private circular was issued by one or more of the old companies, forbidding their agents from having "business relations with this organization (M. U. Ex. Co.) directly or indirectly," and commanding that "no express matter of any description is to be received from them or delivered to them, whether paid or unpaid, consigned or unconsigned." They were also directed "to retain the business * * * at whatever reduction in price may be necessary," on all routes competing with the Merchants' Union Express Company, but to maintain their rates upon others. The new company was treated as an intruder, and outlawed. The business the old companies determined to maintain, was the whole express business, within their respective territories, "on the routes occupied" by those companies. To maintain this monopoly, honorable and liberal business relations with the intruding company were forbidden, there obligations as common carriers to receive and carry freight from all repudiated, and a wholesale and unlimited cutting of rates at competing points entered on. This attempt to interfere with and prevent the establishment of a competing business is certainly not entitled to favor. Against it all rights ought to be protected, and all obligations enforced. We are not prepared, however, to advise any legislation in reference to the matter.

6. We have already adverted to the apparently uniform policy and practice of freight and express companies, of having portions of their stock in the hands of railroad officers. At the time the law of last winter, relative to the ownership of such stock by the officers and agents of railroads, was enacted, the larger number of those we examined were owners of it in one or more companies, but had, in most instances, disposed of it after the passage of that law. In some instances they yet retain it. The law referred to, though not carefully enough considered in some of its provisions, was a wise one in its object, and has proven already very useful in its effects. It is founded upon the principle that

the integrity and fidelity of railroad officers and agents shall not be tempted by inconsistent interest or embarrassed by inconsistent duties. It is a simple and fundamental principle in the laws of all civilized communities, and governs every prudent man in the management of his private business. No business man permits his clerk to become the agent of his customer; no court allows a trustee to deal with or speculate in his trust; no law allows a man to hold inconsistent offices. In railroad management, by reason of the easy concealment, the complexity of its affairs, and the practicable impossibility of their examination affords to unfaithfulness and speculation, this becomes an indispensable rule of protection to railroad stockholders.

Yet we are compelled to say as the result of our examination, and an extensive intercourse with railroad officers and agents, that this rule is to a great extent ignored in railroad management in this State. Agents and officers of every grade, sometimes openly, with the approval of the Board of Directors, or superior officers, often secretly, deal with the road, accept offices and employments inconsistent with their duties to it, and engage in business interfering with the rights and accommodations of its patrons. We can advert to only a few illustrations.

In the case of the Cincinnati & Zanesville Railroad, already referred to, the station agent, at New Lexington, the medium of communication between the shippers at that point, and the road, is permitted to engage in the purchase and shipment of coal from the mines, with all the temptations to abuse the advantages of his place, to advance his own interest, and with a pending controversy between the road and miners as to transportation. Pending this same controversy with a part of the mines closed, and others working with reduced force for want of cars to ship the coal to market, the President and two of the Directors purchase coal lands upon the road and organize a large coal company to engage in the business of mining, the only difficulty of which has been the limited and expensive transportation of the road. In this case, these officers must deal with their own company as to rates, and decide their disputes with other shippers, as to facilities. So in the case on the Central Ohio, in the season of coal famine, when with the aid of distant roads sufficient transportation could not be had, the superintendent advances money to a coal dealer, and in return shares his profits. It is surprising that this dealer shall be able, with the control of cars, to command in the market a profit of nearly 200 per cent. in his sales of coal, without expending a particle of labor or a dollar of money.

On the Atlantic & Great Western, the freight agents in New York and Cincinnati, bound by their offices to devote their whole exertions to the increase of its traffic, are employed, with the knowledge of their superior officers as soliciting agents of a rival transportation line. On the same road the general freight agent charged with duty of guarding its rights as against shippers, and its interests, caused to be made out in his office, the accounts against it, of a freight line operating over it, and received from the proprietor thereof \$1,500 for the year 1865. In the case of the Great Eastern Dispatch, the Freight Agent and Superintendent became partners in a freight line, operating over their road, from which they receive a yearly profit more than three times as large as their salaries.

It will be observed in the evidence, that the

President of one road is part owner in a transportation company operating in competition with it. But we must refer the Senate, in part, to the testimony for further illustration of the confusions of duties and interest widely admitted into railroad management in this State. It prevails in the supply department as well as the employments of the roads.

In one respect particularly, a practice prevails which, owing to its extent, deserves to be mentioned. We refer to the employment of station agents by Express companies. It tends to improper interference with the rights of the public in the carriage of baggage and parcels, on passenger trains, with the interest of the road, in its freight traffic, and with the rights of competing express companies.

Is it surprising that with such rules of business management with such relations existing between officers and agents and their roads, the stock should become worthless, or yield irregular dividends to stockholders? Can it be expected that, in the strife between private interest and official duty, the latter must not wholly or partially give way? In even the more flagrant cases which we have examined, they seem to have proceeded, not so much from corruption as from a confusion of all distinctions of interest, or duties in the relations of the officers, and the thoroughly unsound rules of management so extensively prevailing among railroad managers. In this respect there ought to be a thorough change. Railroad agents and officers, as strictly as men holding fiduciary employments or trusts in other cases, should not be permitted to assume duties or acquire interests inconsistent with the interests of their roads.

We have examined matters relating to the safety of travel, but are able to add nothing to what is generally known as to the cause of accidents. Their prevention is to be generally secured by maintaining a sound physical condition, and a prudent and faithful management of roads, and preventing intrusion, interference or misconduct of passengers or others. Far the larger proportion of accidents to life and limb result from misconduct of passengers in standing on the platforms, passing from one car to another whilst in motion, or otherwise violating the rules of the road, the thoughtless or reckless driving, riding or walking on or across the track, placing obstructions on, or other malicious interference with the roads, running over the cattle straying or driven on them, or other default or misconduct of other persons than railroads and their agents.

These, as well as matters relating to the condition of the road, and the conduct of its agents, are matters of detail, to be provided for by numerous regulations, some of which must be committed to the discretion of a State supervising officer and the officers of the roads, and all carefully considered with reference to the rights and convenience of the people, the efficiency of the road and the protection of both. Some of these regulations we have deemed proper to submit to the consideration of the Senate in the bill we shall present herewith.

Other matters effecting the convenience and rights of both the public and railroads have been brought to our attention in the form of representations or complaints, some of which appear in the testimony, and many of which are entitled to the careful consideration of the legislature. At numerous places in the State, at railroad depots, and especially at the junctions, pickpockets and robbers gather and steal, and in the night season waylay and rob passengers and depot agents.

At some points this is becoming a source of great danger and alarm to adjoining communities and the traveling public, and being without the means of effective local police, the only remedy seems some police provision by the State.

Great complaint also exists as to the failure of railroads to make fences, as required by law. This is a source of constant loss and irritation to the farmers along the lines of the railroad. The obligations to make fence is not adjusted, perhaps, on exactly equitable principles. In some cases, as a part of the consideration of the right of way, the roads assume the burden of fencing. This obligation should be strictly and unconditionally enforced. In other cases, where the right of way, is acquired for a consideration paid to the owner without such agreement, we see no reason why the same rule should not be applied as to fencing, as exists with reference to terminal proprietors in other cases—each building one half the fence. But in any event, the obligation to fence should be enforced absolutely, in the interest of public safety, and the claims for building fences should have, in their collection, the priority and speedy process of taxation against the road, to protect private rights of adjoining proprietors, and against both parties, to protect the safety of persons and property of the public in transportation.

It is not necessary to discuss or even specify all the grounds of complaint. All of them are constantly aggravated by the frequent inattention or inscience of railroad agents, adding a feeling of oppression to the sense of loss.

It is, however, much easier to discover grievances than to devise a remedy. Some arise from temporary causes, which we may rely upon the early effect of events to remove; others proceed from causes imperfectly understood, or entirely unknown; and still others are incident to the workings of a new system of immense magnitude and complication which we must in part endure. It has not yet been half a century since the first railroad began operation, and yet the railway system of the United States affects every interest and value, and directly reaches and controls, in a greater or less degree, all the business transactions and personal movements of its people. The science of railway management is yet in its infancy, and the relations of railroads to each other and the public very imperfectly understood. Legislation, to be safe, must be limited to what experience may have shown to be practicable and expedient. Beyond this it is dangerous, blind, and therefore inevitably mischievous.

Some abuses have been wanted and unnecessary. But impatience with all would be unreasonable. If we vigilantly watch and punish corruption, cut off excrescences and unnecessary burdens, and foster the railroads with the indulgent care the magnitude of the interest and its immense value to our people so fully justify, the abatement of abuses and causes of complaint will soon follow. On the other hand, a hostile spirit toward them is alike destructive to public and private interest. The public benefits conferred by railroads cannot be enumerated or valued. To the church and school they stand next as agencies of civilization, of material and social progress. They are the means of our growth and power, and the foundation of our wealth.

There are two interests in railroads equally to be protected, and yet carefully limited.—One is that of the public, for whose benefit they were built, in whose behalf the corporate

franchises were conferred, and the eminent power of the State in appropriating private property, that final dominion over private right which she reserves for public use, was exerted. The other is the private interest of stockholders, who have made investment of their means to construct and operate railroads, under the authority to manage them, and charge the public sufficient amount for their use to yield a reasonable profit upon their investment.

The duty of the Legislature to fully protect the public interest is undisputed; it is not less its duty to protect private rights.—Protective legislation ought always to be strictly limited to the necessities existing.—Private interests in railroads are peculiarly helpless and exposed. Its business is so extensive and complicated that investigation by the stockholders is practically impossible.—The annual reports of the officers, which show nothing but the results, is all that they see. The footings of the accounts may provide no dividends; his stock is marketable property of itself, distinct from the property of the corporation, which he can sell; if it ceases to be of value to hold he can find the relief in the markets which he cannot get in the offices and management of his company. In this way the annual reports become practically conclusive; all back of them is a sealed book.

We have had occasion to observe, during the progress of our investigation, the difficulties a stockholder must meet in any attempt at examination into the affairs of his company. In the multitude of stockholders, scattered and strangers to each other, co-operation is out of the question. There are but few men, alone, who have sufficient determination and courage to encounter the odds against them in such an inquiry, the influence of the officers, and the labyrinth of railroad transactions and accounts. He is accused of malice and meddling; generally without aid; any clerk or foreman may mislead him, and in the end he has to meet the contingencies of a failure, though it may not show that he ought not to have succeeded. The majority of roads in Ohio have been, financially, failures, and yet how little is known beyond the abstract of the accounts in official reports? A portion of these roads have been for years in the hands of receivers, some of whom it is said have delayed filing accounts for over a year, and in one or more cases for as long as three years. These receivers are also, in many cases, Presidents of the companies whose roads they have charge of. It is obvious that with the control of the corporation to which he must in fact account, and which is the representative of the stockholders in the suit in which he is acting as receiver, the difficulties of examination to the stockholders is greatly augmented. Other roads having gone on to the Stock Boards of New York, their stock has become simply cards for its brokers to gamble with, leaving the roads without private interests, represented in a form to protect the road from the speculation of officers, if the means even were afforded.

Owing, therefore, to the circumstances and condition of private interests in railroads, and the public use they support, it is not merely the right but the imperative duty of the State to intervene in their behalf, and afford to them full and adequate protection.

Your Committee, after a very careful consideration of the subject, have become convinced that the initial in, and the necessary foundation to, a wise and efficient system of

The Railroad Record.

E. D. MANSFIELD, { Editors
T. WRIGHTSON.

CINCINNATI:
THURSDAY, FEBRUARY 21, 1867.

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Express Mail.....	9:20 A. M.	4:45 A. M.
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Lightning Express.....	8:00 P. M.	4:10 P. M.
Morrow Accommodation.....	5:20 P. M.	8:00 A. M.
Eastern Night Express.....	11:40 P. M.	9:40 A. M.
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Lightning Express.....	7:00 A. M.	7:15 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	9:00 A. M.
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Depot on Pearl street, bet. Plum and Central avenue.		
Baltimore and Washington City		
Express Mail.....	8:28 A. M.	5:00 P. M.
Baltimore and Washington City		
Night Express.....	11:40 P. M.	6:00 A. M.
Marietta and Parkersburg Mail.....	8:28 A. M.	5:00 P. M.
Jackson and Portsmouth Mail.....	8:28 A. M.	5:00 P. M.
Hillsboro and Chillicothe Accommodation.....	4:05 P. M.	9:50 A. M.
Loveland Accommodation.....	5:45 P. M.	7:45 A. M.
CINCINNATI, HAMILTON AND DAYTON.		
Toledo, Detroit and Canada.....	7:00 A. M.	9:55 P. M.
Toledo, Detroit and Canada.....	8:30 A. M.	7:20 A. M.
Richmond and Chicago.....	7:00 P. M.	11:25 P. M.
Bellevue and Sandusky.....	7:00 A. M.	5:25 P. M.
Bellevue and Sandusky.....	3:00 P. M.	10:25 A. M.
Indianapolis & Cambridge City.....	7:00 A. M.	9:55 P. M.
Indianapolis & Cambridge City.....	1:30 P. M.	12:00 Noon.
Dayton, Lima and Chicago.....	3:00 P. M.	5:35 P. M.
Dayton Accommodation.....	5:30 P. M.	10:25 A. M.
Hamilton Accommodation.....	7:00 P. M.	7:55 A. M.
CINCINNATI AND INDIANAPOLIS JUNCTION.		
Connersville, Cambridge City and Indianapolis Mail.....	6:00 A. M.	9:30 P. M.
Connersville, Cambridge City and Indianapolis Express.....	1:30 P. M.	11:55 A. M.
INDIANAPOLIS AND CINCINNATI.		
Chicago and St. Louis Express.....	7:15 A. M.	10:45 A. M.
Springfield & St. Joe Express.....	12:00 M.	3:50 P. M.
St. Louis & Chicago Express.....	6:45 P. M.	12:45 A. M.
Lawrenceburg & Brookville Accommodation.....	4:30 P. M.	8:45 A. M.
Harrison Accommodation.....	10:10 A. M.	2:00 P. M.
OHIO AND MISSISSIPPI.		
St. Louis, Cairo & Louisville.....	6:50 A. M.	11:10 P. M.
Louisville, St. Louis & Cairo Ex.....	6:30 P. M.	7:30 A. M.
Louisville Special Train.....	3:45 P. M.	2:00 P. M.
CINCINNATI AND ZANESVILLE.		
Mail.....	9:29 A. M.	4:10 P. M.
Caboose Accommodation.....	5:20 P. M.	8:00 A. M.
COVINGTON AND LEXINGTON.		
Morning Express.....	6:40 A. M.	10:55 A. M.
Evening Express.....	1:50 P. M.	6:00 P. M.
PITTSBURGH, COLUMBUS & CINCINNATI.		
Fast Express.....	7:00 A. M.	4:10 P. M.
Express Mail.....	9:20 A. M.	4:45 A. M.
Lightning Express.....	8:00 P. M.	4:45 A. M.

The Railroad Record, and the Record of the Times—A Reminiscence.

In March, 1854, we commenced this journal in the midst of an active and speculative interest in Railroad construction, and in the midst of a general prosperity, which in looking back, we know to have been real and substantial. We thought to do some good in fostering the great interests of our country, and perhaps, incidentally, to aid our own interests. To make money with such a paper was impossible, and the impossibility has not been overcome by any effort of ours. The success of such a paper is in the increase ratio of its utility. The more strictly it confines itself to matters of information in its own department, the less popular it is. Hence, we must be content to go without reward, or cease our labors. It is true, that Railroad companies, Manufacturers, Bankers, &c., might, with little aid, have sustained such a paper without loss to them, and some gain to us. But, that is what they seldom think of and little regard. We have gone on, therefore, finding our only reward in the consciousness of being useful to our country, by diffusing valuable information and aiding the development of its incalculable resources. Have we done this? In looking over the fourteen folio volumes which record our labors, we emphatically say *yes!* We have been useful, and we have been useful in a way in which scarcely any other journal has attempted. For example, certain kinds of statistical and commercial information are found in the volumes of the *Record*, which we cannot find elsewhere. In the first volume of the *Record* are digests of facts in banking and commerce and Railroads, which we are constantly obliged to refer to, because, we can find no other volume which contains them. They are invaluable to us, and would be so to any one wanting accurate information on the progress of Commerce, Currency and Railroads.

In looking back over these fourteen years, we are struck with wonderful events—events which startled us in their time—startle us now, and which make the progress of these fourteen years the most wonderful in our history—perhaps in the history of all the world. Look at it! When we commenced the *Record* in March, 1854, the California gold mines had just been developed, while those which lay in Nevada, Colorado, Idaho, Montana and Arizona were unknown and untouched. Since that, near a thousand millions of gold have been dug from our American earth! If nothing else had happened, *this* would have astonished the world in former ages. But gold, we grant, is of little importance in the way we manage it. This very fact brings in to ask, where is it? *Nine-tenths of it is in Europe.* Why? Because we had not sense enough to limit foreign trade in things we did not want. Three or four times in these fourteen years has the

country been brought into what is called a *commercial convulsion* by the extravagance of its importation and to settle the balance of debt thus made. Nine-tenths of our gold has gone to Europe and left behind it an irredeemable currency. If half of it had been retained in the country, we should this day have specie payment and the soundest currency in the world. But it has gone, and it has left us afloat on a sea of debt and difficulty.

But, let us look again at something which has employed much of our thought and labor—**RAILROADS**

Here again, we have a fact, which, as it looms up, startles us who have witnessed and recorded every step in its growth. We ask, where are we? Where are we going? In March, 1854, there were in the United States about 13,000 miles of Railroad. There are now about 36,000 miles. Since we commenced the *Record*, about 23,000 miles of Railroad have been made—almost enough to go round the earth! But look at where the *work* of Railroads is going, and we shall learn much of the country. In 1854, the fever of Railroad making was in Ohio and Indiana, and just beginning in Illinois; a few years later, it was in Wisconsin and Michigan, and then it went into Missouri and Iowa, and now it is way off in Kansas and Nebraska—in fact, climbing the great plain which leads from the Mississippi to the Rocky Mountains! The twenty-three thousand miles of Railroad made in this fourteen years, have put long lines of highway through the Central West—have crossed the Mississippi where mighty bridges are now building—are fitting the great States of Missouri, Iowa, Minnesota, Kansas and Nebraska, and are stretching their long arms up the Platte and the Missouri till they shall reach over the cloud-tipped mountains and come down to the soft and sunny Pacific, there to meet the advancing commerce of Asia, and aid in the last great drama of human progress. In this light, a Railroad ceases to be that cold and inanimate thing over which the burdened car passes and leaves behind. No. It becomes instinct with life. It is the wire over which the social electricity passes. It radiates the light and motion which warms and animates society. It is the living, breathing element of might and motion, and movement to the end of the earth. Men run to and fro, and knowledge is increased—look at it as a simple commercial fact. We hazard nothing in saying that in various ways, direct and indirect, the Railroads of the United States have cost two thousand millions of dollars. This is a vast commercial fact, and has relation to all the commercial movements of society. Take for example, the constant sale and transfer of stocks. There are hundreds of millions of dollars transferred annually by the sale of stocks, and the great exchange of commerce is pretty well informed by this

time, how profoundly this influences all the channels of trade and banking. It is a vast source of speculation, and a constantly agitating influence on the general business of commerce. Thus the Railroad system has arisen in these fourteen years to be an immense power in the land, giving employment to hundreds of thousands of men, and to hundreds of millions of dollars. Such is one of the results which in all its transactions we have carefully noted in the RECORD. Such a history is, in itself, worth preserving, and we often wonder why all business men do not take and preserve such a record.

Look again at what meets us in the latter part of this wonderful era: The RECORD had advanced just midway of these fourteen years, when lo! a social volcano bursts upon the land. Mighty armies were arrayed in the field; great navies floated on the water; a tremendous conflict was going on, and in the midst of all the fire, and blood, and confusion, the RAILROAD looms above the smoky field, as the vastest, most powerful and most important element of war. Through all the great States of the north-west, and over the Alleghanies, and far away to Colorado, the steaming locomotive has been swiftly through the broad land. The hundreds of thousands of volunteers who went to the field of battle; cannon, which would take weeks and months to transport, are carried to the scene in a few hours. The country is alive with men, and arms, and battles, and the Railroad leaves them here and there with the swiftness of the wind. And, when the last great campaign comes on we see the corps of Hooker, Schofield and Smith, carried from one end of that vast field to the other, to meet at once the great and final issue; and, thanks be to God! it came with victory and freedom!

But this great panorama does not pass before us, the emblem of death and sorrow. Many a one, dear to us, has passed

"—to that bourne
Whence no traveler returns;"

some from their beds, and from the battle-field; one comes before us with countenance as fair as when we sat down together over the first pages of the RECORD. He was young, ardent, ambitious, and full of enterprise, well cultured and generous. He was one of the first adventurers in the dangerous field of Arizona, and there fell a victim to that savage treachery which some philanthropists think something to be cultivated, rather than subdued. By all who knew him, WILLIAM WRIGHTSON was loved and trusted, and long as their hearts shall be alive to human sympathy, he will be remembered as a beautiful plant, fallen into and wafted away on life's passing current.

The St. Paul Press says the Lake Superior Railroad Co., has completed arrangements with English capitalists to promptly build their road. Work will be commenced as soon as Spring opens.

Gas (Newspaper) Not Luminous.

In the discussion of the question whether Cincinnati shall become a manufacturer, or attend to those duties that more strictly pertain to the functions of government, a large amount of the *best* Editorial talent that the city affords has been expended. The Cincinnati *Gazette*, whose fame needs no heralding from us, has taken the lead in advocating that the city government should be turned into a manufacturing firm; much of its valuable space has been occupied by column after column of articles written in almost every possible vein,—from the bold and blustering to the smooth and oily,—from an attempt at figures and argument, to an equally unsuccessful effort at ridicule and burlesque, and it has occasionally indulged in a species of scurrility and low abuse of those who dared to differ from it that would be regarded as undignified even in the Cincinnati "*Wind-Mill*." No matter how much it is to be regretted, it is not, however, an unfrequent occurrence for *venerable age* to lose its temper; and although from the *exposé* made by the *Gazette* on the 19th inst., of its *greatness* and its claims as a *first-class* newspaper, its columns would be the *last place* in which a confiding public would expect to find ought not becoming the *dignity of its pretensions*. But so it is, our weaknesses will occasionally overcome us.

It would be contrary to our custom and foreign to our purpose to be thus minute in describing the source from which emanates the *gas articles* of the *Gazette*, were it not that we have been instrumental in inducing the public to enquire somewhat closely into their reliability and consequent value.

That the city of Cincinnati is already sufficiently taxed but few of our citizens will deny; that the growth of the city is impeded by its peculiar topographical position is also a patent fact; and, also, that large sums of money will have to be procured by loan and expended on improvements that are legitimate to the functions of city government is well known to all who take cognizance of the doings of Council and the actual wants of the city. It can do no harm, therefore, to stop a moment, and "count the cost," before we rush headlong into debt, and see if the good credit that we now possess will be sufficient to carry us through not only these necessary and much needed improvements, without engaging in speculative enterprises of doubtful legitimacy and *outcome*.

In *resumé*, we submit the following points for the consideration of citizens:

1st. That private enterprise and skilled labor is better adapted to economically conduct a manufacturing business than corporate authorities that are changing with every political wind.

2d. That the city is already abundantly

taxed, and *will need its credit* to enable it to carry out the schemes of improvement already partially begun and that cannot long be delayed.

3d. That it would be better to ascertain the *first cost* of an article before you decide on its purchase, and not "go it blind."

4th. That it is unnecessary and injudicious for the citizens to be taxed to pay interest on a large sum of borrowed money to lay idle in bank.

5th. That the return made by the Cincinnati Gas Company of "about \$1,300,000" for taxation "*under oath*," as the *Gazette* says, is not what the works would probably be appraised at by *dis-interested parties*, any more than is the amount returned by the *Gazette Company* of \$63,398, the cash value of the *Gazette* concern. At any rate, if they will publicly state that they will take *three times* the amount, and abandon the field, purchasers will not be found wanting. In this we do not intend to charge, or even insinuate that there is any wrong in the return as made, but would rather suppose that it was scrupulously overdrawn.

6th. That citizens can better afford to pay a *reasonable price* for gas from the present company, than to run the risk of having to pay more to the city for perhaps an inferior article, as well as being taxed to pay for the works.

7th. That it is not desirable to erect any more sink-holes of political corruption than the absolute necessities of the city demand; for although, we do not contend that all men are corrupt, yet it is much safer not to "lead them into temptation."

8th. That it would not benefit the citizens much, for the city to *buy the works and pay for them*, and either immediately, or at no very distant day place them in the hands of other parties who have long had an "itching palm" to possess them. That there is a "cat in the meal," is more than suspected even by some of the "unsophisticated," as being the only explanatory reason for the persistent button-holing of members of Council by the "purely patriotic," and the profuse expenditure of private funds.

9th. That the Gas Company, if it *refuses to be reasonable*, can be starved out by the universal adoption of substitutes that are not only cheap but easily accessible.

10th. The *Gazette* in referring to us, says: "There is another journal, not much known to fame;" now if by breaking the old rule "that little folks should be seen and not heard," we shall save the city from being crushed by an incubus of debt, less endurable than the

—"Little old man Sinbad met,
Who begged upon his back to get!"

we shall feel ourselves sufficiently rewarded, and will be willing to again assume our normal position at the bidding of our *venerable grandmother*.

Fast Freight Lines.

We have devoted much of our space during the past three or four months to the publication of the testimony before the State Senate Committee, relative to Fast Freight Lines and Express Companies, the Report of the Committee to the Legislature, and in this Number we give the memorial of S. S. L'HOMMEDIEU, Esq., as a rejoinder to the Committee's report. We have thus presented the entire documentary history of this important controversy,—a controversy begotten in spite, born in malice, nurtured in envy and productive only of evil to those it professed to be designed to benefit. At the beginning we were familiar with the facts, but forbore to express our opinion, preferring that our readers should judge for themselves.

The less the Legislature tampers with the traffic of our railroads the better it will be for the general interest of the State. Ohio is, geographically, happily situated, and nearly the entire west, east and south pays tribute, more or less, to her carrying interests. It must not, however, be supposed that her position is impregnable, and that there is no means of making a "flank movement" on her commerce. Neither is it to the interests of the State that discriminating acts should be passed, bearing with unequal weight on any one portion of the net work of her system of railroads. The widest latitude should be given to corporate sagacity and individual energy possible, leaving to the courts and the interest-sharpened wits of stockholders to take care of irregularities and malfeasance in office.

Receipts of the Western Union Railroad Company for the week ending February 14:

	1867.	1866.	Increase.	Decrease
Freight.....	\$3,881 24	\$6,778 68	.....	\$2,897 44
Passengers....	1,913 95	2,867 85	.....	953 90
Express & Tel.	320 00	130 22	\$189 78	.....
Mails.....	375 00	296 58	78 42	.....
Totals.....	\$6,490 19	\$10,073 33		

Receipts from January 1, to February 14.—

1866.....	64,556 41
1867.....	\$53,423 75
Decrease.....	\$11,131 68

SOUTH WEST PACIFIC RAILROAD.—The Missouri Patriot says: "We understand from the Hon. S. H. Boyd that the gross receipts of the South-West Pacific Railroad, from Franklin to Rolla, is now averaging about \$12,500 per month, and the business constantly increasing. Up to about three months ago the receipts of the road averaged but about \$4,000 per month. As the road advances its business will greatly increase, and will take from Sedalia a heavy amount of business West of this, now going to that place. There is also a large amount of business done at Sedalia for North-West Arkansas, which will be transferred to our road as it advances. This road is now merged into the Atlantic and Pacific Railroad running from St. Louis to San Francisco.

Northern Pacific Railroad.

Senator WILLIAMS, of Oregon, on the 19th of January introduced into the Senate of the United States, the following additional bill, in aid of the Northern Route to the Pacific, extending on the line from Lake Superior to Puget Sound. We regret that the session of the present Congress is so far advanced before the introduction of this measure, almost forbidding the hope of its passage. The munificent bounty of the government to the Central Pacific route, is enabling that road to astonish the world with the rapidity of its construction, while the more Northern and Southern routes, with nothing but land grant aid have been unable to make a beginning. Equal provision should be made in aid of the routes to Puget Sound and to the Gulf of California with that afforded to the great central route to the Bay of San Francisco. That it is impossible to build either of those roads without government aid is universally conceded, and we hope the day is not far distant when all three will be constructed and fully equipped.

The following is a copy of the bill:

A Bill additional to an act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purpose of securing the construction of the Northern Pacific railroad and telegraph at the earliest practicable time, the Secretary of the Treasury of the United States is hereby authorized and directed, whenever, and as often as the commissioners named in the fourth section of the act to which this is additional shall report the completion of twenty or more consecutive miles of said road and telegraph, in accordance with the provisions of the act to which this is additional, to issue to the Northern Pacific Railroad Company—a corporation legally established and organized, and now in full force and effect, under and by virtue of an act of Congress approved July second, eighteen hundred and sixty four, entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route,"—bonds of the United States of one thousand dollars each, payable in fifty years after date, bearing six per cent. per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States shall declare lawful money and legal tender, to the following amounts, that is to say: On that portion of said road which is embraced between the eastern terminus and the one hundred and eleventh meridian of longitude, west of Greenwich, sixteen thousand dollars per mile; between the one hundred and eleventh and one hundred and nineteenth meridians, (being the mountain district,) forty-eight thousand dollars per mile; and between the one hundred and nineteenth meridian and the western terminus of said road, as established by its charter, thirty-two thousand dollars per mile; and to

secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all the interest thereon which shall have been paid by the United States, the issue and delivery of said bonds to the company shall *ipso facto* constitute a mortgage on the whole line of said road and telegraph, together with the rolling stock, fixtures, and property of every kind and description used thereon, and in consideration of which said bonds may be issued; and upon refusal or failure of said company to redeem said bonds or any part thereof at maturity, with all the accrued interest thereon not paid as hereinafter provided, then the said road, with all the rights, functions, immunities, and appurtenances thereto belonging, and also all the lands granted to said company by the United States, which at the time of said default shall remain in the ownership of said company, may be taken possession of by the Secretary of the Treasury of the United States, and held for the repayment of any interest then unpaid by said company that may have been paid by the United States, and also for the payment of said bonds or any portion thereof which may be then due and unpaid.

SEC. 2. *And be it further enacted*, That said company shall keep said railroad and telegraph line in repair and use, and shall at all times transmit despatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the government, whenever required to do so by any department thereof, and that the government shall at all times have the preference in the use of the same for all the purposes aforesaid at the rates of compensation paid the company by private parties for the same kind of service; and one-half of all compensation for service rendered for the government shall be applied to payment first of the interest, then of the principal of said bonds, until the whole amount is fully paid. Said company may also pay the United States wholly or in part in treasury notes or other lawful money, or evidences of debt against the United States to be allowed at par.

SEC. 3. *And be it further enacted*, That for the purpose of facilitating the work on said railroad, and of enabling said company, within the time required by law, to complete the same between the eastern base of the Rocky mountains and the western base of the coast range, it is hereby provided that whenever the chief engineer of said company and said commissioners shall certify that a certain proportion of the work required to prepare the road for the superstructure on any such section of twenty miles is done, (which certificate shall be duly verified,) the Secretary of the Treasury is hereby authorized and required, upon the delivery of such certificate, to issue to said company a portion of said bonds, not exceeding two-thirds the amount of bonds which, by the provisions of this act, may be issued by the United States to aid in the construction of such section of twenty miles, nor in any case exceeding two-thirds of the value of the work done; the remaining one-third to remain until said sections are fully completed and certified by the commissioners appointed by the President.

SEC. 4. *And be it further enacted*, That said Northern Pacific Railroad Company may also issue its first mortgage bonds, payable in fifty years from the date thereof, and bearing the same interest and to the same amount for each mile of said road as is authorized by

section one of this act, which bonds may be secured by a mortgage of its franchises, including its franchise as a corporation, and other property, both real and personal, in whole or in part, and said bonds shall be receivable at par, as cash, by said company, in payment for any lands granted said company by the United States to aid in the construction of said railroad; and said deed of mortgage shall be made to trustees to be appointed by the company, and be subject to the conditions named therein, and shall be signed by the President and Secretary of said company, and sealed with its corporate seal, and, as a proof of its delivery, shall be filed in the office of the Secretary of the Interior, and when so executed and delivered shall, without further requirement, be deemed and taken to be a good and effectual conveyance of all the rights and property of said company as therein expressed, the laws of any State or Territory to the contrary notwithstanding; and the mortgage to the United States, created by the first section of this act, shall be subordinate to that hereby authorized, except as to the provisions relating to the transmission of despatches and the transportation of mails, troops, munitions of war, supplies, and public stores for the government of the United States: *Provided*, (as an inducement for the early settlement of the lands granted to the Northern Pacific Railroad Company by the United States,) That any person purchasing such lands of said company shall be entitled to receive a full title and patents thereto from the United States, on the payment of one dollar and twenty-five cents per acre therefor, in case the title of said company should from any cause prove invalid.

SEC. 5. *And be it further enacted*, That whenever any franchise or grant shall be conferred upon or acquired by the Northern Pacific Railroad Company under authority of its act of incorporation, approved July two, eighteen hundred and sixty four, all the rights, powers, and privileges of said grant or franchise, together with all the rights, privileges, grants, immunities, liabilities, and restrictions of the several acts relating to the said Northern Pacific Railroad Company and of this act, shall be construed to apply to the grant or franchise thus acquired by said company in the same manner as if said grant or franchise had been part of its original charter; and no discrimination shall be made between any connecting roads, but all passengers and freight coming from or going to such connecting roads shall be transported promptly by said Northern Pacific Railroad Company.

SEC. 6. *And be it further enacted*, That all expenses of commissioners and engineering provided for or required by this act shall be paid by said company; and that the lands to which said company shall be entitled shall not be subject to any general or local taxation for any purpose whatever for a period of five years after patents shall have issued for the same.

SEC. 7. *And be it further enacted*, That the said company may, within the limitation prescribed by this act and the original act of incorporation, from time to time, alter and change the location of its line whenever such change will the better carry out the purpose set forth in the act of incorporation, by filing in the office of the Secretary of the Interior a description of the new line adopted; and the line upon which the road shall be finally located and constructed shall determine the location of the lands granted to said company by its act of incorporation. And said company shall have power to increase its capital

stock from time to time as the directors may deem expedient, and to increase the number of its directors not exceeding seventeen, or to reduce them to not less than nine.

SEC. 8. *And be it further enacted*, That at least three fourths of the board of directors of said company shall always be citizens of the United States. And it shall be lawful for said company to commence the work of construction at such different points on the line of its road, and to advance from those points in such direction as it may deem proper to insure the more speedy construction and completion of its railroad; and as each and any section of twenty consecutive miles of said road is thus completed, the same rights, privileges, and immunities shall apply as if the work had been commenced at either terminus of its line and been completed in consecutive sections therefrom. And the words "Puget sound" in said charter and in this act shall be construed to mean all the waters connected with the Straits of Juan de Fuca within the limits of the territory of the United States.

SEC. 9. *And be it further enacted*, That Congress may at any time alter, amend, or repeal this act.

Fast Freight Lines.

THE LEGISLATIVE INVESTIGATION—MEMORIAL OF
S. S. L'HOMMEDIU, —LETTER TO HON.
N. C. McFARLAND.

The following memorial from S. S. L'Hommiedieu, Esq., was prepared by order of the Board of Directors of the C., H. & D. R. R., was on Tuesday presented to the Legislature. It is a reply to the report of the Senate investigating Committee:

PRESIDENT'S OFFICE,
CINCINNATI, HAMILTON & DAYTON AND
DAYTON & MICHIGAN R. R. Co's.,
CINCINNATI, February 10.

To the Members of the General Assembly of Ohio:

GENTLEMEN: A report recently made to the Senate by a committee appointed at the last session, for the purpose of inquiring into the condition and working of the railroads of Ohio, with a view to ascertain what further legislation is necessary to protect the public and railroads, has done so much injustice to the companies which I represent, as their President, that I feel it my duty to make a reply.

1. The Committee say that "the Great Eastern (Western is doubtless meant) Dispatch have a similar arrangement, and pay the Cincinnati, Hamilton & Dayton Road about \$20 per car from Dayton to Cincinnati, a distance of sixty miles. These lines were charged for any amount exceeding the limit of eight tons."

The character of freights carried by this Dispatch Company were entirely of the higher and most costly class—say three-quarter first class and one-quarter second class. Nothing has hitherto been received by either the Erie, Atlantic & Great Western, or Cincinnati, Hamilton & Dayton for any excess over the eight tons. This is stated only to show the inaccuracy of the report.

2. The Committee embody so many mis-statements in one paragraph, in reference to the Great Eastern Dispatch, that it is here fully quoted:

"It is doubtless whether the Dispatch materially increased the business of the roads.—

The chief effect was, probably, merely to consign business, naturally passing over the roads, to them. This was the effect of their arrangement with the transportation lines terminating at Toledo, and sending freight southward. Mr. Reed, Freight Agent, says the Dispatch obtained about one-half of all the freight from Cincinnati to Toledo, between which points there was no other rail route, and therefore no rail competition. During the first business year of the Dayton & Michigan road, after the Dispatch went into operation, the gross earnings fell off \$117,829 51, and the net earnings \$91,046 03, from the previous year; and in the same time the gains in the gross earnings of the C., H. & D. Road fell off \$34,818 48 over the previous year ending April 1, 1865, and \$111,488 43 over the year 1864. But while there was no falling off of actual gross earnings of the road, there was an actual loss in the net earnings, notwithstanding the Atlantic & Great Western Road had just begun to pour the whole volume of its traffic over it, and the recently opened Chicago & Eastern was bringing an increasing trade. Besides, for some years previous the C., H. & D. Road had been making cash dividends, yet at the end of the first business year, after the Dispatch went into operation, it issued \$500,000 of new stock, and paid the usual dividend to the stockholder with a portion of the stock so issued. Other causes may have, and doubtless did, contribute to the change in the financial showing of the road; yet we feel entirely warranted in assuming that it was in part owing to the injurious operation of this arrangement."

1. The testimony of the chief officer of the Company before the Committee, was explicit that the Dispatch Company had largely increased the freight traffic of the road, and that the increased freight earnings was the evidence of the fact.

2. The inference to be drawn from the fourth sentence in the paragraph quoted, is that the Great Eastern Dispatch Company obtained about one-half of the local business between Cincinnati and Toledo, whereas they never had a car load of it to the knowledge of any officer of the Company; and this fact was explained to the Chairman of the Committee by the General Freight Agent before the report was submitted to your honorable body.

3. The falling off of the earnings of the D. & M. Road approaches so nearly to the statement in the report, as to call for no further comment than to say that it is attributed to the wrong cause by the committee, viz: the effect of the operation of the Dispatch Company. The true cause was the opening of our more direct line to New York over the A. & G. W. & Erie Roads, and but for the business brought to the D. & M. Road by the G. E. D., a much larger falling off would have taken place.

4. The Committee say: "The gains in the gross earnings on the C. H. & D. Road fell off \$38,818 48 over the previous year, ending April 1st, 1865, and \$111,488 43 over the year 1864." The books of the Company, and their published reports, show that the freight earnings, during the several periods named, were as follows:

Year ending March 31st, 1864...	\$526,758 46
" " " 31st, 1865.....	614,944 53
" " " 31st, 1866.....	748,678 38

From these figures it will be seen that the freight earnings of the C., H. & D. Road increased during the first year's operation of the Dispatch Company, \$133,633 85, notwith-

standing very much lower prices for through freight prevailed.

The last two sentences of this paragraph of errors seem so entirely gratuitous and uncalled for, and so full of an apparent desire to injure the C., H. & D. and D. & M. Companies, that it is difficult to answer them with language appropriate to be submitted to your honorable body.

There was no increasing the capital stock with any view to the objects insinuated by the committee. The financial condition of the company was in no respect injured by the operations of the Great Eastern Dispatch Company. It is well known to the stockholders of the C., H. & D. Company, that within the past three years more than a million and a half of dollars have been expended in providing a broad gauge track between Dayton and Cincinnati; and that stock and bonds have only been issued to about two thirds the amount. It is also well known to them that a large amount of new equipments has been furnished, for an anticipated increase of business, and that more than two hundred thousand dollars have been advanced to the Dayton & Michigan Road for necessary permanent improvements. To represent this investment, as well as to pay a floating debt incurred for the above expenditures, the additional stock was provided for; and not to make good losses, as your Committee's report indicates.

The Cincinnati, Hamilton & Dayton Railroad has been in operation since the fall of the year 1851. It never asked or received any aid from either the State, county or city. Has never failed to pay its interest, or mortgage bonds, when due. Has never been dishonored with a protest, has met all its obligations, large and small, when properly audited for settlement, from the day the first stone was laid, or the first shovel of earth thrown up, to the present hour, and from the day of payment for its stock has returned to the stockholders more than seven per cent. per annum. It has many adversaries arising out of competitions and rivalries of railroads, and from other causes. The present is not the first occasion, nor the second, that strong efforts have been made to injure its well earned reputation, and its ability to accomplish its original purpose, viz: The benefit of our city and State, with a fair return for capital invested.

3. The Committee stated that "the Dispatch Company, with an actual investment of about six thousand dollars, made in the first eighteen months of their operations one hundred and thirty thousand dollars of profit, about 4½ per cent. on the entire capital stock of the road." And that "it is not disputed that these large sums of profit and expenses were, with trifling exception, taken from the freight earnings of the road."

The Dispatch Company, and those connected with it, as shown in the testimony given before the Committee, invested as follows:

Each party, \$2,500, making.....	\$15,000
Wharfboat.....	30,000
Total.....	\$45,000

The Company was in operation two years, from Jan. 1, 1865, to Jan. 1, 1867, and a careful examination of their books and balance sheets show their profits to have been, from their car load contract with the C., H. & D. and D. & M. Companies, \$71,088 87, or an average of \$35,544 18½ for each year, being \$5,924 03 per annum for each of the six par-

ties. What further profits were made were not from the C., H. & D. and D. & M. Railroad Companies.

The average price of through freights carried between lake and river were equal to those charged on other roads between Cincinnati and lake ports, and the Dispatch Company paid to this line the full rate of fourth-class freights, in accordance with their contract, and 90 per cent. of their freights were fourth-class.

The Committee select some exceptional cases, taking the lowest amount received by the railroad companies, and the highest sum paid by shippers to the Dispatch Company, and thus convey to the public and the Legislature the impression that these are fair samples of the business. During a season's business there were brought to Toledo about twelve or fifteen cars contracted by foreign canal lines at rates which only paid \$16 a car to the Railroad Company. On these few cars the Dispatch Company, as well as the Railroad, lost money; and received them only on the score of accommodation. They served, however, to furnish an item for a sensational report.

The Cincinnati, Hamilton & Dayton, and Dayton & Michigan Railroad Companies, were among the last to adopt the system of outside transportation lines. It having become apparent that such lines on other and competing roads were obtaining a monopoly of the through traffic, it was considered a necessity for these companies to adopt a similar line of policy.

It perhaps would have been more in accordance with sentiments of common justice, if it was considered necessary to condemn the policy of fast freight lines, to have held up to public odium those who introduced a vicious example, rather than those who from the mere necessity of self defence, were compelled finally to imitate it.

By order of the Board of Directors,
Respectfully submitted,
S. S. L'HOMMEDIEU,
President C. H. & D. and D. & M. Co's.

COPY OF LETTER TO HON. N. C. M'FARLAND.
PRESIDENT'S OFFICE, C. H. & D.
AND D. & M. RAILROADS,
CINCINNATI, February 12, 1867.

Hon. N. C. McFarland, Columbus, Ohio:

DEAR SIR: On my return from the East, I was handed a copy of the Cincinnati Gazette containing the report of the Senate Committee on the subject of railroad management and fast freight lines of Ohio and adjoining States. A considerable portion of the report is devoted to the management of the Cincinnati, Hamilton & Dayton, the Dayton & Michigan, and the Atlantic & Great Western Railway Companies in their relations to fast freight lines.

With full knowledge of all the facts, and a proper appreciation of the consequences, I pronounce the report, so far as it has reference to the companies I represent, in the main charges, as false, and collectively, as a total perversion of facts.

Before pointing out to you some of the more glaring perversions of the report, it may be better that I analyze somewhat the character of the Committee. Those well acquainted with the railroad interests, their competitions and rivalries in this State, know how bitter and unrelenting has been the opposition of the Lake Shore and Cleveland & Columbus Railroad managers to the Atlantic & Great Western, and its connection—the Cincinnati, Hamilton & Dayton Company—

arising from a fear that they might lose a large share of their through traffic. The C., C. & C. Company (as hundreds of our citizens know from experience,) from the first opening of the A. & G. W. Road refused to stop her trains at the depot of the latter company near Cleveland, to exchange passengers, and to give or receive through checks; and pursues the same course at Gallion, Ohio, where the roads cross each other, to the great annoyance of travelers living on the lines of the two roads. In connection with the Lake Shore road, east of Cleveland, the C., C. & C. Company totally refuses to allow the A. & G. W. Company to run passenger trains into or out of the Union Depot at Cleveland, notwithstanding the fact that the A. & G. W. have been ready to contribute their just share toward all expenditures.

The same spirit of hostility and rivalry on the part of these companies, is felt and manifested toward the Dayton & Michigan Road, their strongest competition for business between Cincinnati and the Lake.

These facts are necessary to be stated, in order to show the status of one of the two active members of the Committee, Mr. Samuel Williamson, who is a Director in the C., C. & C. Railroad Company. Another of the three members is Mr. Jas. C. Hall, of Toledo, a gentleman formerly President of O. & M. Co., and an experienced merchant of Cincinnati. The condition of this gentleman's health has been such as to prevent him from acting with the Committee, in their investigations and examinations. Had he been in sound health, and able to attend to the delicate and important duty properly devolved on the Committees, I feel assured no such partisan and unjust report would have gone before the Senate with his consent.

The chairman of the Committee, Mr. W. W. Bateman, is a resident of Glendale, a village on the C. H. & D. Road. His chief counsellor and adviser, in his attempt to defame the character of the management and to inflict injury on the credit and business of the Company, is a stockholder in the same, who, for years, has been a chronic growler, and is now bent on displacing those who have been connected with the road from its foundation. The occasion presented to Mr. Bateman no doubt what he considered a favorable opportunity to figure as a legislative reformer, and to gratify a not uncommon ambition for notoriety; and having conceived the necessity of attracting public attention to himself, was too ready to listen to everything that justified, in appearance, the part which he had previously determined to take. There could be no reform without abuses, and as he was determined to reform, he was equally bent on finding abuses. Nothing can account for the injustice which he has committed in carefully ignoring the facts which it was not agreeable to him to acknowledge.

And here it may be remarked that no criticism is made on the Lake Shore and Cleveland, Columbus & Cincinnati roads in reference to their system of express and fast freight lines, carried on by individual enterprise and to the profit of their officers, notwithstanding those companies were pioneers in introducing the system. They have become rich, and may be, consequently, virtuous, and have converted the old system into a new one—for the exclusive benefit of their stockholders.

On the other hand, the Committee do give attention to the Union Star Line, which is run over a route between New York and Philadelphia and the Mississippi river, and which is a formidable competitor to the Lake

Shore and C., O. & C. interest; and the charge is made that the officers of the Pennsylvania Road and its Western connections are deriving individual gain from such operations.

It is not necessary to say more about the influences which have produced such an unfair, not to say malicious, report as has been submitted by your committee.

In reference to the statements made about the falling off of earnings of the C., H. & D. Road, consequent upon the operations of the Dispatch Company, I will remark that I am fully prepared to show their falsity to the stockholders of our Company; and per contra, to show that while the Dispatch Company made money, the Railroad Company made more than it would have done without the employment of the Dispatch Company, and that everything connected with the establishment of the line was done openly and above board, and with the knowledge and consent of the President and Directors. To these facts the Committee had before them the sworn testimony of the chief officers of the Company, whose character for veracity and fair dealing has stood unimpeached during a business life of more than forty years in this city. In the face of this the Committee adopt the testimony of one sorehead stockholder, whose ignorance of what constitutes the real facts is only equaled by his maliciousness.

I shall forward by mail a memorial to the Senate in answer to the Committee's report, to which I beg to call your particular attention. This letter, I hope, you will show to such members of the Legislature as are not prejudiced by living in the vicinity of Cleveland. It seems necessary, in order to show you the inner influences. Very truly, yours,

S. S. L'HOMMEDIEU,
President.

THE PUBLIC WORKS OF VIRGINIA—The following table, prepared by Mr. Thomas H. Dewitt, Assistant Secretary of the Virginia Board of Public Works, exhibits the amount of stock owned by that State in the various railroads and canals:

Alexandria, Loudon & Hampshire.....	\$1,017,248 00
Fredericksb'g & Gordonsville.....	163,299 00
Manassas Gap.....	2,280,000 00
Norfolk & Petersburg.....	1,499,970 00
Orange & Alexandria.....	874,500 00
Richmond, Fredericksburg & Potomac.....	275,200 00
Richmond & Petersburg.....	385,600 00
Richmond & Danville.....	1,188,598 50
Richmond & York River.....	490,999 51
Roanoke Valley.....	307,402 00
Southside.....	803,500 00
Virginia Central.....	2,013,987 52
Virginia & Tennessee.....	2,300,000 00
Winchester & Potomac.....	83,333 33
Virginia & Kentucky.....	103,438 69
Blue Ridge.....	1,674,723 23
Covington & Ohio.....	3,206,461 83
James River and Kanawha Co.....	10,400,000 00
Dismal Swamp Canal Co.....	190,000 00
Total.....	\$29,258,261 62

In addition, the following works are indebted to the State in the sums named:

Orange & Alexandria.....	\$400,000 00
Richmond & Danville.....	600,000 00
Southside.....	800,000 00
Virginia Central.....	210,000 00
Virginia & Tennessee.....	1,000,000 00
James River & Kanawha Co.....	200,000 00
Total.....	\$3,210,000 00

Railroads in Ohio.

IMPORTANT LEGISLATION PROPOSED.

We are indebted to the Cincinnati *Gazette* for the following synopsis of a bill reported to the Ohio Legislature, by the Special Committee on Railroads. We cannot see that the legislation hereby proposed is calculated to result otherwise than injuriously, not only to the railroad interests, but also to the entire commerce of the State, and with but little showing of good. We trust the usual good sense of the Legislature will not be overpowered by the interested sophisms of designing operators:

The first section extends the provisions of the act over all railroads in the State now in existence or hereafter built, except when otherwise provided for in their charters. The second section makes it the duty of all railroad companies to make out a table of rates for the carriage of freight, which shall not be varied with reference to the amounts of shipments upon any freight carried for any corporation, association or individuals engaged as common carriers in transportation on the road. All the charges are to be posted prominently in all the freight offices and agencies of the company. All changes in rates must also be made public in the same manner.

The third section compels the companies to adhere to their published schedules of rates, and forbids them to contract for freight at a fixed amount or classification for a car load. They must charge their published rates upon the actual amount and classification of the freight. No drawback or reduction will be allowed.

The fourth section punishes violation of the preceding sections on the part of the company by a fine of \$100 to \$1,000 for each offense, and an agent for a like violation from \$50 to \$100; the informer to have half the penalties, and every shipper who has paid full rates to the Company, which allows a drawback to another shipper, is entitled to recover the difference between the two rates.

The fifth section directs that every company shall afford all reasonable facilities for receiving, forwarding and delivering freight, to and from way stations and the termini of the roads, giving no preference or advantage to any particular company.

The sixth section compels railroads where two lines intersect or connect, without a change of gauge, to pass freight, on each other, without breaking bulk, and to sell through tickets and check baggage through without giving any preference to any line or lines.

The seventh section forbids the charging for the carriage of freight or passengers a greater rate for any distance than for any longer distance. The charges must have a due and reasonable proportion to each other, having reference to the relative distances and costs and inconvenience of the service of transportation, and the rate per mile for the carriage of passengers must not be, for any distance, more than thirty per cent. greater than the lowest rate per mile charged upon the road.

The eighth section authorizes civil actions to be brought by any person or corporation against companies violating the preceding sections, and also authorizes the Commissioners of Railroads and Telegraphs to bring such action in the Superior Court of Cincinnati,

or in the Court of Common Pleas of any county through which the railroad may pass.

The ninth section forbids the President, Superintendent and Freight Agent of any railroad in the State to hold office or employment on any other railroad, in or out of the State, except in the transaction of the joint business of such companies, or where the railroad of one company shall be leased by the other. They are also forbidden, in matters relating to or affected by their agency, to acquire or hold any interest, direct or indirect, in any contract, business or employment with or upon the road, or hold or have any interest in the stock of any express, freight or dispatch company, or in any line of water transportation connecting or competing with their road. Violation of this provision is punishable by a fine of from \$50 to \$1,000, and all contracts made by the officer to acquire, transfer or otherwise affect the title or emoluments of the office, profit or stock forbidden, and is declared wholly void.

Section tenth makes it the duty of the Commissioner of Railroads, upon the written application of five or more stockholders or creditors of a road, to make an inspection and examination of its works and regulations, and the conduct of its officers.

Section eleventh provides for the establishment of ticket offices at each station where trains regularly stop, and for one ticket office in every first and second class city in addition to the ticket office at the depot.

Section twelfth fines every passenger who willfully neglects or refuses to buy a ticket, — dollars, forfeited to the State, besides ten cents in addition to his fare for any distance under fifteen miles; fifteen cents for over fifteen and less than thirty miles, and twenty-five cents for any distance over thirty miles, to be paid to the conductor.

Section thirteenth punishes the exaction of unauthorized fare by a fine not exceeding \$10.

Section fourteenth punishes by a fine of from \$5 to \$100, or by imprisonment in jail, the giving of false information in connection with trains, &c., by any railroad official.

Section fifteenth guarantees comfortable seats to passengers, and the free supply of drinking water, at intervals not exceeding ninety minutes.

Section sixteenth directs that conductors, brakemen and baggagemen must wear badges while on duty.

Section seventeenth orders the companies to give passengers baggage checks, and punishes by a fine of \$3 to \$10 the careless handling of baggage.

Section eighteenth provides that no company having had a commutation of fares in force for four years shall abolish or modify it, except for the regulation of prices. The price must not be raised to such an extent as to alter the ratio between the commuted and regular prices existing January 1, 1867, or at the end of the term of years, if it has not expired at the above date.

Section nineteenth directs that there shall be one brakeman to every two cars on a train.

Section twentieth declares it a felony if any railroad employe, in consequence of drunkenness or negligence, causes an accident which results in serious injury to person or limb.

Section twenty-first provides that where such intoxication or negligence only brings the train into peril, the offender shall be held for a misdemeanor.

Section twenty-second punishes by a fine of not more than \$100, and by liability to pay all damages sustained by others thereby, the leading or driving a horse or animal on the track of a railroad, except where the track is crossed by a road.

Section twenty-third punishes by fine and imprisonment the throwing of stones at the cars, or obstructing the progress of a train.

Section twenty-fourth provides additional penalties for aggravated offenses of the kind mentioned in section twenty-third.

Section twenty-fifth forbids, under penalty of fine, the employment of drunken conductors, switch tenders, engineers, &c.

Section twenty-sixth provides that persons walking on the track, or standing on the platform of cars while in motion, shall do so at their own risk, the company, however, not being released from the duty of care in avoiding an accident.

Section twenty-seventh punishes by a fine of \$25 to \$500, or by imprisonment, the violation of the written or printed rules of the company, by intoxication or otherwise, so that the safety of passengers is hazarded, on the part of any conductor, bridge tender, engineer or brakeman.

Section twenty-eighth empowers railroad companies to adopt and enforce reasonable by-laws and regulations concerning the receipt and delivery of baggage, the conduct and arrangement of trains, the receipt and delivery of freight, &c.; subject, however, to be set aside or modified by the Commissioner of Railroads.

Section twenty-ninth declares railroad companies common carriers.

Section thirtieth authorizes the Commissioner of Railroads, in the examinations he shall make, to subpoena witnesses, require the production of books and papers, administer oaths, &c., and provides penalties for persons who shall neglect his summons or disturb his examination.

Section thirty first provides that no railroad company shall enter upon any other business than the carriage of freight and passengers, and forbids the erection by them of any building for carrying on such trade, except when clearly authorized by law to do so.

Section thirty-second, and last, provides that the bill shall take effect on its passage.

Texas & New Orleans Railroad.

The New Orleans *Times* furnishes the following information relative to the condition and prospects of the above road:

The road is divided into what are known as the "Texas Division" and "Louisiana Division," the former being completed and in running order. This portion has been put in thorough repair, and it is the intention of the company to provide, by means of steamer and rail, daily communication between New Orleans and Houston, commencing on or about the 15th inst. Five first-class vessels, of light draft, have been secured to connect the Brashear City terminus of the Opelousas road with the Sabine end of the "Texas Division," and thus will be gained, not only a very material advantage in the saving of time, but the means of intercourse will be more frequent and regular.

Arrangements have been made to pay off the first mortgage of \$500,000 (on the completed division,) held by the State of Texas, and when this is done, a new issue of bonds, and to a larger amount, will be made, the funds thus obtained to be devoted to the construction of that part of the road running through Louisiana territory. Contracts for the rails required have already been entered into with English houses, and what may be regarded as fortunate, is the fact that the contractors, being large bondholders in the "Texas Division," have an especial interest in the completion and success of the entire road. The delivery of this iron is to commence at an early day, and in anticipation of its arrival, the company has made satisfactory arrangements for the immediate construction of the road from Orange, Texas, to Calcasieu river, at or near Lake Charles, in this State.

Col. Gentry mentioned, as an evidence of the energy and ability with which the work has been pushed forward, notwithstanding the adverse circumstances which have beset it, that since the first rails were laid, the company has constructed more road, by seventy-five miles, than all the other railway lines in Texas and Louisiana combined.

In his recent message to the Legislature, Gov. Wells, doubtless through misinformation, cast some doubts upon the validity of the charter under which the company is operating. To correct this erroneous impression, and prevent its going abroad among capitalists uncontradicted, and doing injury to the credit of the road, Col. Gentry, we learn, intends to lay before the Legislature a statement of the facts, together with the several acts of previous Legislatures, showing that its title and authority are perfectly legal and valid. The relations of the road to Louisiana are said to be very similar to those of the Jackson road with the State of Mississippi.

At the time these documents are presented, and appeal will be made for State aid to assist in completing the line, and we hope to see the Legislature show a disposition to assist the enterprise to as great an extent as the present impoverished condition of our treasury will admit of. Now, however, that the prospects of the road are brightening so rapidly, our citizens will doubtless come forward more willingly to aid in the good work. At least, we hope such will be the feeling manifested, and that soon the iron horse will make it, in point of time, but a matter of a few short hours, when any of them desire to call upon their friends in the interior of the Lone Star State.

Railways in Great Britain, 1865.

The document annually issued by the Board of Trade, which gives returns of accidents, traffic, working expenditures, and capital concerning the railways of the United Kingdom, has just been published. From this we learn that in 1843 there were 2,036 miles railway open in the United Kingdom; in 1856 the number of miles open was 8,635; in 1864 there were 12,789 miles open; at the end of 1865 there were 7,503 miles of double, 5,786 miles of single line, or in all 13,289 miles of railway opened in the United Kingdom, or 500 miles more than in 1864. In 1846 the railways of the whole world only aggregated 5,769 miles.

Turning now to the traffic, we find that in the year ending December 31st, 1865, there were 3,448,509 passenger trains run, 2,108,198 goods trains, or 5,556,707 trains in all, being 586,738 trains in excess of the number in 1864. These trains ran in the aggregate 139,527,127 miles, being 10,396,184 more than was run in 1864. The miles run by trains in the United Kingdom in 1865 were about 5,613 times the mean circumference of the earth! The passenger trains conveyed 251,862,715 persons, exclusive of 91,147 season-ticket holders. The increase of passengers was 22,590,550, as compared in 1864, and the increase of season-ticket-holders 20,648. In addition, the passenger trains carried 59,299 carriages, 253,550 horses, and 396,097 dogs—each of these items being a decrease as compared with the previous year. The goods train conveyed in the year 2,769,880 head of cattle, 9,336,411 sheep, and 2,424,696 pigs. Of coal, coke, and other minerals, they carried 77,805,786 tons, and of general merchandise, 36,787,638 tons. The cattle carried were fewer in number than in 1864, but the other items last named show a considerable increase. The gross receipts from passenger traffic, including mails (£567,865) for the United Kingdom, were in 1865, £16,572,051; from goods traffic £19,318,062, or together £35,890,113, being an increase of £1,874,549, as compared with 1864. The increased receipts were:—For England and Wales, £1,498,662; Scotland, £220,432; and Ireland, £155,455. In 1848 the receipts from passenger traffic amounted to £5,720,382, and from goods, cattle, minerals, &c., to £4,213,169.

The working expenditure shows an increase, both absolute and comparative, for 1865, as compared with 1864. Maintenance of way cost £3,140,718; locomotive power, including stationary engines, £4,712,262; repairs and renewals of carriages and wagons, £1,514,165; traffic charges (coaching and merchandise), £4,911,031; rates and taxes, £672,714; Government duty, £451,919; compensation for personal injury, £333,533; compensation for damage and loss of goods, £115,792; legal and Parliamentary expenses, £247,167; miscellaneous working expenditure—a convenient heading and a heavy amount—£1,049,772. Total working expenses, £17,149,073, or 48 per cent. of the gross receipts. The comparative increase in working expenses for the year is £1,148,765. The working expenditure in 1864 was 47 per cent. of the receipts. The working expenses, which include, as may be seen, Parliamentary contents—a costly item—have been greatly increased during the last twenty years. In 1845, the percentage of working expenses on traffic of four large companies, having metropolitan termini, was respectively, 34.49, 38.88, 28.11, and 32.46. The working expenditure of the same four companies were in 1865, 52, 51, 52,

REPORT OF THE CALIFORNIA MINES.—The San Francisco *Bulletin* gives its annual summary of the gold and silver mining interests of California and Nevada. The Gould & Curry mines produced \$1,600,000 in bullion last year, dividends \$252,000. The Savage, since July last, yielded \$1,100,000, and their dividends are \$360,000. Hall & Norcross, the past year, \$1,200,000, and their dividends are \$350,000. Yellow Jacket yielded \$1,300,000, and their dividends are \$390,000. Crown Point, \$1,273,000, and their dividends are \$234,000. Ophir yielded \$450,000, and no dividends. Imperial, for the past eighteen months, \$1,525,000, and their dividends are \$376,000. The Eureka, in Grass Valley, produced last year \$600,000, and earned \$420,000. The Eureka, of Amador County, yielded \$485,000, with a profit of \$310,000. North Star yielded \$9,228,000, with a profit of \$132,000. Sierra Buttes claim last year \$225,000, with a net earning of \$138,000. For the last five years this mine has averaged about the same results, and was recently sold for \$575,000.

and 57 per cent. upon the respective receipts. The passenger traffic furnishes 46.17 per cent. and the goods traffic 53.83 per cent. of the gross receipts, as for the United Kingdom.—In England and Wales the proportions are:—Passengers, 46.34, and goods, 53.66; Scotland, passenger, 37.88, goods, 62.12; Ireland, passenger, 62.22, goods, 37.78 per cent. As regards the number of the respective classes of passengers carried, the third class continue to take precedence both in numbers carried and money paid. The proportion as regards numbers are:—First class, 11.72 per cent.; second, 28.13 per cent.; and third class, 60.15 per cent. Their respective contributions to revenue are:—First class, 25.81 per cent.; second class, 32.28 per cent.; third class, 38.81 per cent.; and season-ticket holders, 3.10 per cent. The third class passengers increase proportionately. Moreover, the first class were in 1865 more by 7.08 per cent., the second class, 8.60 per cent., and the third class 11.09 per cent. above the respective numbers in 1864. The greatest proportionate increase in the receipts has been from the season-ticket holders. First class passengers have yielded as increased revenue 5.79, second class 4.36, third class 6.93, and season-ticket holders 15.58 per cent. each class respectively. The proportions of the passengers using the different classes of carriage in the different divisions of the United Kingdom is curious and suggestive. In England and Wales the first class passengers are (sinking the decimals) 11 per cent., in Scotland 12, and in Ireland 12; second class, England 29, Scotland 10, Ireland 29; third class, England 58, Scotland 76, Ireland 56; from which it is evident that Scotsman get in mileage the best bargain for their bawbees. The increase in numbers of the several classes of passengers was for the year:—First class, 1,961,790; second, 5,514,072; third class, 5,114,072.

In rolling stock the companies had at December 31st, 1865, 7,414 locomotives, 17,997 passenger carriages, 220,304 coal, cattle, and goods wagons and 12,956 trucks and wagons of other sorts, being a total of 258,671 engines, carriages, and wagons—an increase of 15,051 as compared with 1864. Made up in a continuous train, buffer to buffer, the rolling stock of the companies in the United Kingdom would extend to above 1,000 miles.

At December 31st, 1865, the authorized capital of the companies in the United Kingdom amounted to £576,291,663, of which the proportions were:—By shares, £432,889,225; loans, £143,402,418. The paid up capital at the same date amounted to—In ordinary capital, £219,598,195; preferential capital, £124,263,475; debenture stock or funded debt, £13,795,375; a total, £357,657,046; with debenture loans outstanding on the 31st December, 1865, of £97,821,097; or a grand total paid up of £455,478,143. The amount authorized to be subscribed to other undertakings is £11,603,481; and the amount actually subscribed to such undertakings £11,089,084. The increase in the authorized capital of the companies at the end of 1865 as compared with 1864, is £55,763,329; and the increase in the paid-up capital of the later year, as compared with the former, £29,758,530. The additional capital paid up in 1855 was £11,516,000; in 1860, £13,767,000; and in 1864, £21,268,000. Of this there was raised in loans and debentures, in 1855, £4,501,000; in 1860, £3,218,000; in 1864, £3,958,000. At the end of 1865 the increased debenture stock and funded debt, £745,834, added to the excess in the amount of debenture loans outstanding, £4,745,705, give together £5,491,

539. In 1855 the companies was indebted in loans, or upon the security of the debentures, in the sum of £75,161,006; in 1860, £89,464,000; in 1866, £106,080,000; at the end of 1865 the debenture stock and funded debt, with the debenture loans outstanding, amounted to £111,616,472. The amount in ordinary and preferential shares at the same periods were:—In 1855, ordinary shares, £169,605,000; preferential, £52,818,000; in 1860, ordinary, £190,791,000; preferential, £67,874,000; in 1864, ordinary, £214,755,000; preferential, £104,648,000; in 1865, ordinary, £219,598,195; and preferential, £124,263,475.—*American R. R. Journal.*

Annealing of Steel.

We have often noticed that, after the smith had finished his work and wished to leave the steel or iron forging in a condition of sufficient ductility for the lathe workman or filer to operate upon, he would carelessly heat the forging and either insert it into the ashes and coal-dust of the forge or heedlessly throw it upon the ground beside the anvil-block; consequently when the turner or filer begins his work he finds it full of small hard spots, some of them exceedingly minute, and technically called "pins," which spoil the cutting edges of his tools and destroy his files. Finding it impossible to proceed further in his manipulations he takes the unfinished article from the lathe or vice and sends it back to the forger to be re-annealed and returned to him. We have seen this process repeated two or three times on some kinds of work, when a little knowledge and care would remedy the whole thing.

In annealing, the steel should be heated slowly and carefully, as there is as much danger in over-heating as there is in forging, and the whole article must be thoroughly heated through and brought to no higher temperature than a "light red" heat. If the article is long like a spindle, it must be turned frequently in the fire, to prevent its warping or becoming sprung by the unequal expansion upon its sides, and at the same time be careful to heat it equally the entire length. The forger ought always to have an iron box of dry powdered charcoal by his forge, and in this quickly insert the article that is to be annealed, and cover it close with the coal-dust, so that the air cannot come to it, and there let it remain until perfectly cold and no sign of warmth be perceptible. If this is carefully done; the lathe workman or the filer will have no cause of complaint about "pins" in the course of his operations.

Some forgers bury the articles that they wish to anneal in powdered or air-slacked lime, cast iron borings and saw-dust, etc.

These may answer a very good purpose, but they are in no way equal to the box of charcoal dust.

There is another method called "fire annealing" that is practiced to some extent. It consists in heating the steel to a red hot and then holding it in a dark place until a faint glow of heat is seen upon it, and then quenching the heat that remains in it in water. This may answer when there is need of the forging to be wrought upon immediately, but it is an operation that we do not approve of, and is not as effectual as the operation that we have described with coal-dust. Let any one who works in steel try the various methods, and they will give a hearty approval to the box of charcoal dust.—*Artisan.*

MONETARY AND COMMERCIAL.

As the closing scenes of the Thirty-Ninth Congress is near at hand, the uncertainty as to the financial policy of the government that has so long disturbed the money market, must in a measure come to an end, but that the result will be as satisfactory as has been hoped by the business community we do not believe. That there is a dearth of business, and a consequent inactivity of money cannot be denied; resulting, however, more from lack of confidence, the shortness of crops and the consequent inability of consumers to buy, as well as partial overtrading, than from any other cause. There is a slightly improved feeling among bankers, and less difficulty is experienced by borrowers in obtaining loans. With acceptable paper, or good collaterals, money is easily obtainable for legitimate trade.

The Exchange market is firm at quotations, the supply being short of the demand, necessitating the shipment of currency to keep up balances. The quotations are:

	Buying.	Selling.
New York.....	par @ 25 prem.	1-10c prem.
Philadelphia.....	par @ 25 prem.	1-10c prem.
Boston.....	par @ 25 prem.	1-10c prem.
Gold.....	104 3/4	104 1/2
Silver.....	128 @ 129	130 @ 131

The New York gold market has manifested more steadiness than usual during the past week. The following are the daily fluctuations:

	Opening.	Highest.	Lowest.	Closing.
February 14.....	137 3/4	137 3/4	136 3/4	136 3/4
" 15.....	137 3/4	137 3/4	136 3/4	136 3/4
" 16.....	136 3/4	137	136 1/2	136 3/4
" 17.....	136 3/4	136 3/4	136 1/2	136 3/4
" 18.....	136 3/4	136 3/4	136 1/2	136 3/4
" 19.....	136 3/4	136 3/4	136 1/2	136 3/4
" 20.....	136 3/4	137 1/2	136 1/2	137 1/4

Of the New York Market and the causes affecting it, the *Tribune* of Tuesday says:

The money market is fairly active at 6@7 per cent on stocks, and lower rates are only made on Government collaterals and to favored parties. Commercial paper sells at 7 per cent for best names. The bank Statement is not what borrowers expected. The specie shows a loss of \$1,364,631, which has found its way to the Custom-House. The loans are increased \$2,862,000, while the deposits show a loss of \$2,169,000. The legal tenders are reduced \$2,986,052. These changes reflect the operations of the Treasury Department, which without doubt is selling 5-20s with a view to buying compound notes or 7-30s. As the Secretary is master of the situation, there is no good reason why he should not sell all the 5-20s the market will take, absorbing sufficient currency by the process to force the 7-30s and compound notes down to a point where he can buy them at a profit.

Of the Stock market, the *Tribune* says:

The market is wholly without clique support, and many stocks need nothing but a little tightening of money to send them downward rapidly. At the Second Board Government stocks were still higher; old 5-20s were quoted at 110 1/2 @ 110 3/4, and new of 1865 at 105 1/2 @ 106. For Pacific Mail there were buyers at 149 1/2, an advance of 4 1/2 per cent from the morning board. The general market was higher, with a moderate business. Erie sold as high as 55 1/2. After the call the market was quoted as follows: New York Central 100 3/4 @ 101; Erie, 55 1/2 @ 55 3/4; Cleveland and Pittsburg, 80 @ 80 1/2; Michigan Southern, 72 1/2 @ 72 3/4; Reading, 103 1/2 @ 103 3/4; North-Western, 35 1/2 @ 35 3/4; do. Preferred, 65 1/2 @ 65 3/4; Rock Island, 97 1/2 @ 97 3/4; Fort Wayne, 96 1/2 @ 96 3/4.

SUSPENSION COUPON TICKET CASE.

BACON'S PATENT.

This Ticket Case having come into extensive use during the past two years, we would call the attention of those interested to its advantages:

It consists of horizontal bands attached to upright standards, so arranged, that the Tickets, which are suspended in packages of 20 to 30 each, (without being eyeletted or fastened together,) on hooks affixed to the bands, fall behind those suspended, in successive tiers, below, leaving the stubs only exhibited to view; each tier projecting forward of the one next above, sufficiently to prevent any pressure of one upon another; and sufficient space being made below the lowest band, to admit the long-est package of Tickets.

It will be perceived that the stub of each Form of Tickets contained in the case, is thus brought before the eye of the Ticket Seller, and the several Forms being arranged in alphabetical or numerical order, the location of any particular Form can be instantly determined, and any number of Tickets, whether one or more, taken from the Case, without removing or handling others.

A drawer is made in the lower part of the Case, for a supply of Tickets from which to replenish the Case.

LIST OF PRICES.

For Tickets $2\frac{1}{2}$ inches in width, and under. For Tickets over $2\frac{1}{2}$ inches in width.

SIZE NO.	OF FORMS.	PRICES.	SIZE NO.	OF FORMS.	PRICES.
1	64	\$37	11	64	\$38
2	96	40	12	96	42
3	144	46	13	144	48
4	192	54	14	192	57
5	256	62	15	252	65
6	320	70	16	320	75
7	400	80	17	400	85
8	500	90	18	480	95
9	600	100	19	600	110
10	720	115	20	700	120

Cases will be furnished by the undersigned, at the above prices, made in the best manner, with Black Walnut cornices and mouldings, finished in good style.

Cases will be furnished in Black Walnut, elegantly finished, at 25 per cent. additional to the above prices.

HALF CASES, (without partings on the doors,) will be furnished, finished plain, at 25 per cent. less than the above prices, for a corresponding number of Forms.

When three or more Cases, of same size, are ordered at once, a suitable discount will be made.

Orders should always state the exact width of the Tickets for which Cases are desired.

Cases can be made adapted to Tickets of various sizes in one case, if desired; and the proportions of a Case may be made to suit any particular space, when required. Racks may also be made, on the same plan as the cases, and fixed to the doors of safes or vaults, or to the walls of offices.

Any parties desiring to make cases or racks for their own use, will be furnished with Patent Licenses by the undersigned, on reasonable terms, and also with working plans, if desired.

BACON & EVERINGHAM,
Milwaukee, Wis.

All orders addressed to us will receive prompt attention.

WRIGHTSON & CO.
167 Walnut St., Cincinnati, O.]

G. W. FULTON,

Civil Engineer,

CONTRACTOR AND BUILDER OF

WIRE SUSPENSION BRIDGES

Covington, Ky.

REFER TO JNO. A. ROEBLING, Esq.,
Chief Engineer Cin. & Cov. and Niagara Susp. Bridges.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON,
R. R. OFFICE, LOUISVILLE,
December 24, 1876.

SEALED PROPOSALS will be received at this office, on the 31st of January, 1877, for the Graduation and Maintenance of over seventy (70) miles (in mile sections) of the Cincinnati branch of this railroad. The work is of an unusually desirable character for good contractors; the line accessible by steam at an I turnpike, and the country full of supplies. Profiles will be ready for examination on and after the 11th of January.

Payments for work done will be made monthly, in cash, and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bid not deemed to their interest.

L. M. ST. JOHN, Chief Engineer.

KENTUCKY

Silver Lead Lands,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street, Cincinnati, Ohio.

THE CORK CAR SPRING COMPANY

OF PHILADELPHIA,

Offers to Railroad Companies and Car Builders, their

Cork Springs,

For Freight & Passenger Cars, Tenders,
Etc., Etc.

In the belief that they will be found to be the most ELASTIC, LIGHTEST AND CHEAPEST SPRING yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set. After being thus prepared, they are soaked or boiled in oil or molasses, and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Railroad men needing an EFFICIENT and CHEAP spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

Prices and Description.

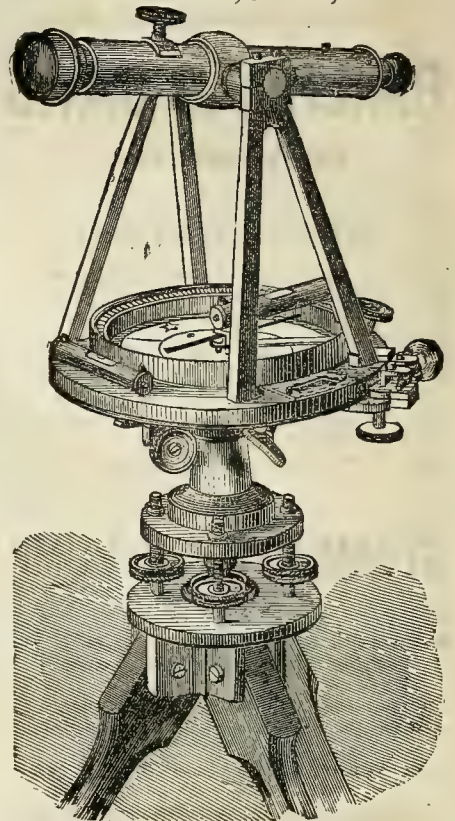
No. 1, 10 in. Diam., 9 in. overall,	\$40 per set of 4 springs.
2, 10 " " " 6 1/2 " "	35 " " "
3, 8 " " " 11 " "	36 " " "
4, 8 " " " 9 " "	35 " " "
5, 7 1/2 " " " 6 1/2 " "	30 " " "
6, 10 " " " 8 " "	40 " " "
7, 7 1/2 " " " 8 " "	35 " " "

PHILIP S. JUSTICE, President

No. 14 N. Fifth St., Philadelphia.

17 St., New York

G. NEER'S
TRANSITS, LEVELS,
Leveling Rods, Chains, etc.



T. F. RANDOLPH & BRO.
Manufacturers
67 West Sixth St.
CINCINNATI, O.

Jan 24 '67, 3mp

CUMBERLAND COUNTY

OIL LANDS,

NEAR

The Great Crocus Well,

WITH

Productive Wells all
around them.

FOR SALE BY

T. WRIGHTSON,
167 Walnut Street,
CINCINNATI.

JOHN BLAKELEY,
DEALER IN

WOOL & COTTON WASTE,

FOR RAILROAD & STEAMBOAT USE,

STEAM PACKING, ETC.

No. 233 Church Street,

PHILADELPHIA

WM. MERCER, R. B. MORE, GEO. STODDARD
Late Master Car Builder C.H.&D.&D.M.

MERCER, MORE & CO.,

BUILDERS OF EVERY DESCRIPTION OF

RAILROAD CARS

Cambridge, Ind.

REFERENCES.

B. E. SMITH, Pres't, C.&I.C. Railway, Columbus, O.
J. M. RIDENOUR, Pres't, C.&I.J.R.R. College Cor., Ind.
J. M. LUNT, Sup't, C.&I.C.R.R., Indianapolis, Ind.
L. WILLIAMS, Ass't Sup't, C.H.&D.R.R., Cincinnati.
J. H. WELLER, Ass't Sup't, D.&M.R.R., Dayton, O.
D. McLAREN, Gen'l Sup't, A.&G.W.R'y, Cincinnati
J. F. LINCOLN, Ass't Sup't, C.&I.J.R.R., Hamilton
C. W. SMITH, Gen. Ft. Agt. C. & I.C. R.R., India: apt
[Aug. 2, 1866.]

THE

STEAM SYPHON PUMP

IS THE

*Most Simple, Effective and Durable Device for
Raising Water by steam, yet discovered.*

It is an independent LIFT AND FORCE PUMP, without piston, plunger, valve, or movable parts of any kind.

IT CANNOT GET OUT OF ORDER, OR FREEZE UP.

WITH THE

STEAM SYPHON WATER-STATION

ocomotive can raise water, with its own steam, to fill its tender in the same time as from an ordinary tank; thus dispensing with tanks, pumping machinery, and men to attend them.

IT IS AN EFFICIENT

FIRE-ENGINE,

wherever steam power is used; as at Machine Shops, Elevators, &c.,

AND BY FAR,

THE BEST BILGE PUMP,

for Steam Vessels, in use.

For Circs and other information, address,

STEAM SYPHON COMPANY,
48 Day Street,
NEW YORK.

VERY CHOICE

Oil Lands

IN

Kentucky & Tennessee,

FOR SALE BY

T. WRIGHTSON,

167 Walnut Street,

CINCINNATI.

1866.

CHANGE OF TIME!

By the Broad Gauge Route, the

Atlantic & Great Western R'y.



TWO THROUGH TRAINS DAILY

TO

EASTERN CITIES!

NOV. 19, 1866.		
	Day Exp.	Night Exp.
Leaves CINCINNATI.....	M.	8:30 P. M.
DAYTON.....	"	11:49 "
URBANA.....	M.	12:40 A. M.
GALLION.....	"	3:35 "
MANSFIELD.....	4:15 "	4:25 "
MEADVILLE.....	12:45 A. M.	1:15 P. M.
Arrives SALAMANCA.....	5:20 "	6:15 "
OLEAN.....	6:38 "	7:55 "
HORNELLSVILLE.....	8:47 "	9:30 "
CANNING.....	10:40 "	12:16 A. M.
ELMIRA.....	11:12 "	12:52 "
OWEGO.....	12:33 P. M.	2:18 "
BINGHAMPTON.....	1:18 "	3:07 "
PORT JERVIS.....	6:27 "	7:10 "
NEW YORK.....	10:30 "	12:30 P. M.
Trains leave CLEVELAND.....	7:30 A. M.	7:00 P. M.

Sleeping Coaches on Night Trains the entire distance between Cincinnati and New York.

The NIGHT EXPRESS leaves Sunday night instead of Saturday night. All other Trains leave Daily, Sundays excepted.

DIRECT CONNECTIONS

At Salamanca with Erie Railway.
At Mansfield with Pitts., Ft. Wayne and Chicago Railroad.

THIS IS THE ONLY ROUTE

TO THE

OIL REGIONS OF PENNSYLVANIA

Passengers to the Eastern Cities will find the

Atlantic & Great Western R'y

A most Desirable Route.

The Engines, Cars, and other Equipments, are entirely new, of the most modern, substantial, and approved description, unequaled by any Railway on this continent.

SLEEPING CARS

Provided for all Night Trains, and Smoking Cars for Trains.

Ample time is allowed, at all hours, for meals.

No effort will be spared by the Company to render a trip over the Road pleasant and comfortable to the Passenger.

CONNECTIONS ARE CERTAIN!

FOR THROUGH TICKETS AND BAGGAGE CHECKS,

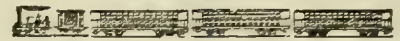
Apply in Cincinnati at New Depot of Cincinnati, Hamilton and Dayton Railway; or at northeast corner of Broadway and Front streets, and at No. 60 Fourth street, nearly opposite Post Office. Also at any of the principal Railroad and Steamboat Offices, in the West and South-west.

E. F. FULLER, Gen'l Ticket Agt. D. McLAREN, Supt

CENTRAL RAILROAD

—OF—

NEW-JERSEY.



On and after Monday, May 21, 1866, three Express Trains will leave New York daily (Sundays excepted) via Central Railway of New Jersey, and Allentown, leaving Pier 15 foot of Liberty street, North River, at 7:00 and 9:00 a. m. and 8:00 p. m. On Sundays, one Express Train at 8:00 p. m.

Passengers by this route save 60 to 130 miles, and Two Hours' Time over other Lines, with but one change of cars to Chicago or Cincinnati, and but two to St. Louis. Passengers front: 1st East by Sound Boats or by Rail in the morning, will have time for Breakfast before leaving the City. Fares always as low as by other Lines.

State-room Sleeping Cars on Night Trains.

TRAINS FROM NEW YORK.

(Leave New York from foot of Liberty street, N. B.)

7:00 a. m.—CINCINNATI EXPRESS, for the West, arrives at Harrisburg 2 p. m., Pittsburg 12 night

9:00 a. m.—MORNING EXPRESS, for the West. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at the same time.

12:00 m.—WAY TRAIN, connecting at Easton with Lehigh Valley Railway to Mauch Chunk; at Reading with Philadelphia & Reading Railway for Pottsville, arrives at Harrisburg at 2:30 p. m. Without change of cars from New York to Harrisburg.

8:00 p. m.—EVENING EXPRESS, for the West with but one change to Cincinnati or Chicago, and but two to St. Louis. This train leaves New York Two Hours later than other Lines, and arrives at principal places West at same time.

TRAINS TO NEW YORK.

(Leave Harrisburg.)

9:15 p. m.—EXPRESS TRAIN from Cincinnati, arrives at New York at 6:00 a. m. next day.

3:00 a. m.—EXPRESS TRAIN, from the West, leaving Pittsburg at 4:20 p. m.; passes Harrisburg at 3:40 a. m.; Reading at 4:49 a. m.; Allentown at 6:00 a. m.; Easton at 7:09 a. m. Through cars from Pittsburg to New York.

9:05 a. m.—FAST LINE, from the West, leaving Pittsburg at 10:10 p. m.; passes Harrisburg at 9:05 a. m.; Reading at 10:52 a. m.; Allentown at 12:22 p. m.; Easton at 1:10 p. m. Through cars from Pittsburg to New York.

7:25 a. m.—WAY TRAIN, from Harrisburg, passing Reading at 10:40 a. m.; Allentown 12:30 p. m.; Easton at 1:35 p. m. Through cars from Harrisburg to New York. Arrives in New York at 5:20 p. m.

2:10 p. m.—FAST MAIL, from the West, leaving Pittsburg at 3:10 a. m.; passing Harrisburg at 2:10 p. m.; Reading at 4:30 p. m.; Allentown at 6:00 p. m.; Easton at 7:20 p. m. Through cars from Harrisburg to New York. Arrives in New York at 10:45 p. m.

H. P. BALDWIN, General Ticket Agent.

BEST ROUTE TO

ST. LOUIS & CHICAGO.

Monday June 24.

INDIANAPOLIS & CINCINNATI



RAILROAD.

Three Through Trains Daily.

	Leave.	Arrive.
St. Louis & Chicago Ex.....	7 00 A. M.	9 10 A. M.
Springfield & St. Joseph Ex.....	12 00 P. M.	4 30 P. M.
St. Louis & Chicago Ex.....	4 55 P. M.	12 15 A. M.

Sleeping Cars by this train for St. Louis and Chicago.

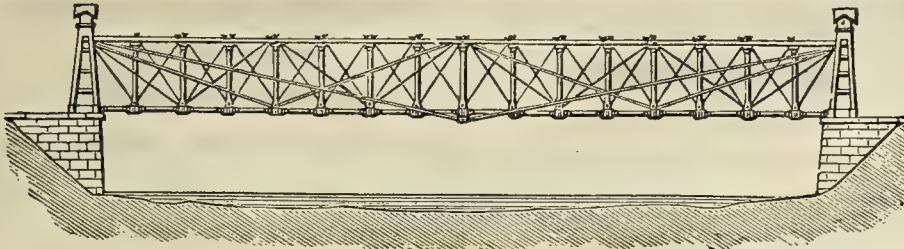
Accommodation Trains.

	Leave.	Arrive.
Lawrenceburg & Brookville Accommodation.....	5 15 P. M.	5 05 A. M.
Harrison Accommodation.....	10 10 A. M.	2 25 P. M.

Through Tickets can be obtained at the Burnet House, Spencer House and Gibson House offices; also at the Depot. The Passenger Depot of the Indianapolis & Cincinnati Railroad is within a few squares of all the principal hotels in the city.

J. F. RICHARDSON, Ass't Superintendent.

F. B. LORD, General Ticket Agent.



(Plan of Bridge.)

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States, and at reasonable terms,

FINK'S PATENT IRON BRIDGE,

In spans from 20 to 300 feet. The same is favorably known, well tested, and already extensively introduced; is stronger and more economical than any other Iron Bridge in use, requires no repairs, and no adjustment, but is perfectly adjustable.

For plans and particulars, apply to

C. J. Schultz, Pittsburgh, Pa.

Letter Box, 1392.

M. W. BALDWIN,

MATTHEW BAIRD,

M. W. BALDWIN & CO.

ENGINEERS,

Broad and Hamilton St. Philadelphia, Pa.

Would call the attention of Railroad Managers, and those interested in Railroad Property, to their system of

LOCOMOTIVE ENGINES,

In which they are adapted to the particular business for which they may be required, by the use of one, two, three or four pair of driving wheels; and the use of the whole, or so much of the weight as may be desirable for adhesion; and in accommodating them to the grades, curves, strength of superstructure, and rail and work to be done. By these means the maximum useful effect of the power is secured with the least expense for attendance, cost of fuel, and repairs to Road and Engine.

With these objects in view, and as the result of twenty-six years' practical experience in the business by our senior partner, we manufacture five different kinds of Engines, and several classes or sizes of each kind. Particular attention is paid to the strength of the machine in the plan and workmanship of all the details. Our long experience and opportunities of obtaining information enables us to offer these engines with the assurance that in efficiency, economy and durability, they will compare favorably with those of any other kind in use. We also furnish to order Wheels, Axles, Bowling or Low Moor Tire (to fit centers without boring), Composition Castings for Bearings; every description of Copper, Sheet Iron and Boiler Work; and every article appertaining to the repair or renewal of Locomotive Engines.

KNOX & SHAIN,

ENGINEERING & TELEGRAPHIC

INSTRUMENT MAKERS,

Philadelphia, Pa.

W. M. F. HEWSON,

STOCK BROKER,

21 WEST THIRD STREET, CINCINNATI.

Buys and sells Stock, Bonds and other Securities on Commission only. Negotiates Loans and makes collections

AMERICAN BANK NOTE COMPANY.

Bank Note Engravers & Printers.

Also engraved in a style corresponding in excellence with that of Bank Notes,

Railroad, State and County Bonds, Bills of Exchange, Checks, Drafts, Certificates of Stock and Deposits, Promissory Notes, Bills and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, Etc., Etc.

Constantly on hand, Bank Note Paper, made to order, of superior quality.

The above office is under the supervision of
GEORGE T. JONES
E. E. Cor. Fourth and Main Sts.

The Old And Reliable Route.



Through to Pittsburg without Change.

THE PITTSBURG, FORT WAYNE & CHICAGO RAILROAD, in connection with the Cincinnati, Hamilton & Dayton and Little Miami Railroads, still continues to transport produce and merchandise between Cincinnati and Pittsburg, Philadelphia, Baltimore, New York or Boston, and all Eastern points, with the greatest promptitude and dispatch.

For Rates, Bill of Lading or any information desired shippers will please apply to

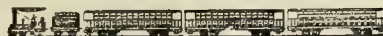
H. W. BROWN & CO.,
No. 22 Broadway, Cincinnati.

J. J. HOUSTON, General Freight Agent,
Pittsburg, Pa.

Change of Time, Monday, Aug. 7th.

THE

Atlantic & Great Western Railway



WILL COMMENCE RUNNING TWO THROUGH TRAINS between Cincinnati and the EASTERN CITIES, passing through the celebrated OIL REGIONS OF PENNSYLVANIA.

Leave Cincinnati at.....9:40 A. M., and 10:40 P. M.
Arrive at Cincinnati.....6:30 P. M., and 6:00 P. M.

The engines, cars and other equipments of the Line are entirely new, of the most modern, substantial and approved descriptions, unequalled by any Railway on this Continent.

Sleeping Cars on night trains.
If Trains leave from and arrive at the New Passenger Depot of the

Cincinnati, Hamilton & Dayton Railway.

For Through Tickets and Baggage Checks, please apply at New Depot of C. H. & D. Railway, or at northeast corner Broadway and Front streets, or at No. 89 West Fourth street, Cincinnati.

D. McLAREN, General Superintendent

E. F. FULLER, General Ticket Agent. my11

MANUFACTURERS, IMPORTERS & DEALERS
—IN—
Railroad, Car and Machine Shop

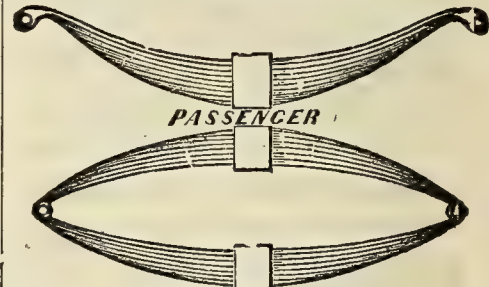
SUPPLIES,

—AND—
MACHINERY OF EVERY DESCRIPTION.

47 West Front St., Cincinnati.

PERKINS, LIVINGSTON & POST.

RAILWAY SPRINGS. FREIGHT



LOCOMOTIVE ENGINE



THE SUBSCRIBER OFFERS TO RAILROAD SUPERINTENDENTS, LOCOMOTIVE AND CAR BUILDERS, a Superior Quality of

ELLIPTIC AND SEMI-ELLIPTIC SPRINGS.

Made at his Shops in Philadelphia. Employing only the most experienced workmen and BEST MATERIAL, he pledges himself to furnish a Spring of the greatest elasticity, and one which shall be uniformly reliable in its carrying weight.

All Springs tested to double their usual load.

PHILIP S. JUSTICE,

No. 14, N. 5th St. Phil. No. 42 Cliff St. N. Y.
Shops—Seventeenth and Coates St. PHIL.

BUSH & LOBDELL,

Chilled Railroad Car Wheel, Tyre,

—AND—
Railroad Machine Works,

WILMINGTON, DELAWARE,

MANUFACTURE

Chilled Wheels and Tyres

FOR

Railroad Cars

and

Locomotive Engines.

ORDERS executed promptly to any extent for their celebrated Wheels, either single or double plate with or without axles.

WHEELS FITTED

Hammered or Rolled Axles, in the best manner, on the shortest notice, and on the most reasonable terms.

Baltimore and Ohio Railroad

This great national thoroughfare is again open for

Freight and Travel.

Bridges and Tracks are again in Substantial Condition.

The well-earned reputation of this Road for

SPEED, SECURITY AND COMFORT,

Will be more than sustained under the reorganization of its business.

In addition to the *Unequalled Attractions of Natural Scenery* heretofore conceded to this route, the *recent Troubles upon the Border* have associated numerous points on the road, between the Ohio river and Harper's Ferry, with painful and instructive interest.

CONNECTIONS

At the Ohio River with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest. At Harper's Ferry with the Winchester road. At Washington Junction with the Washington Branch for Washington City and Lower Potomac. At Baltimore with four daily trains for Philadelphia and New York.

TWO DOLLARS additional on through tickets to Baltimore or the Northern Cities give the *privilege of visiting WASHINGTON CITY en route*—being \$3.00 lower than the cost by any other line, as recently charged; and the rate to Baltimore being \$1.50 lower than recently charged by way of Harrisburg.

This is the *ONLY ROUTE* by which passengers can procure through tickets and through checks to WASHINGTON CITY.

W. P. SMITH, Master Transportation, Baltimore
J. H. SULLIVAN, Gen. Wes. Ag't, Bellaire, O.
L. M. COLE, Gen. Ticket Agent, Baltimore.

Cincinnati, Hamilton & Dayton Railroad.

Trains run as follows, Sundays excepted:

	DEPART.	ARRIVE.
Indianapolis & Cambridge City..	7 00 A. M.	9 20 P. M.
Toledo & Detroit.....	7 40 A. M.	9 20 P. M.
Dayton & Sandusky Mail.....	7 00 A. M.	5 25 P. M.
Richmond & Chicago.....	7 00 A. M.	9 20 P. M.
Dayton Bellefontaine and Richmond.....	3 00 P. M.	10 30 A. M.
Indianapolis & Cambridge City..	3 00 P. M.	10 30 A. M.
Toledo, Detroit, & Canada.....	6 00 P. M.	10 30 A. M.
Hamilton Accommodation.....		6 45 A. M.
Richmond & Chicago.....	7 00 P. M.	9 20 A. M.
Hamilton Accommodation.....	7 00 P. M.	7 55 A. M.

Trains run SEVEN MINUTES FASTER than Cincinnati time.

For all information and through tickets, please apply at the old office, south-east corner of Broadway and Front; Bureau House Office, corner Vine and Baker streets, and at the respective depots, East Front and West Sixth streets.

P. W. STRADER, General Ticket Agent.
Omnibuses call for passengers.

SUNDAY, JUNE 10th, 1866.

Cincinnati to St. Louis Without Change of Cars.

Ohio & Mississippi Railroad,

For St. Louis, Cairo, Louisville, Evansville, St. Joseph, Jefferson City, and all points on the Lower Mississippi River, and on the the Illinois Central Railroad.

TRAINS RUN AS FOLLOWS:

For St. Louis and Cairo and Louisville.....	7:00 A. M.	10:50 P. M.
For St. Louis and Cairo and Louisville.....	7:15 P. M.	7:20 A. M.
For Louisville—Special Train.....	3:45 P. M.	2:10 P. M.
One Train on Sunday, through to St. Louis and Cairo at 7:15 P. M.		
Sunday evening train at 7:15 P. M., connects for Louisville via Mitchell and New Albany.		

Trains of the Ohio and Mississippi Railroad run by time TWELVE MINUTES SLOWER than Cincinnati time.

For all information and through tickets, please apply at the Ticket Offices, corner of Vine and Baker streets, Enquirer Building; No. 12 Broadway; Railroad Hotel Building, and the Depot of the Ohio and Mississippi Railroad, foot of Mill st.

C. E. FOLLET, General Ticket Agent.
W. D. GRISWOLD,
General Superintendent.

CHICAGO, GREAT WESTERN AND NORTH-WESTERN LINE—INDIANA-POLIS AND CINCINNATI SHORT-LINE



RAILROAD.

SHORTEST ROUTE BY THIRTY MILES

No change of cars to Indianapolis at which place it unites with Railroads for and from all points in the West and North-west.

SUMMER ARRANGEMENTS.

CHANGE OF TIME.

THE PASSENGER TRAINS leave Cincinnati Daily from the foot of Mill, on Front-street. Through to Indianapolis, Terre Haute, Lafayette and Chicago—advance of all other roads.

FIRST TRAIN—7:10 A. M.—Chicago Mail for Indianapolis, Lafayette and Chicago, connecting it Chicago with all Western and North-western trains. Terre Haute train leaves Indianapolis at 1:30 P. M.

SECOND TRAIN—1:30 A. M.—Indianapolis, Lafayette, Springfield, Quincy, Palmyra and St. Joseph Express arrives at Indianapolis, Lafayette, Springfield, Quincy, Palmyra, St. Joseph, Atchison, K. T. at 1:30 A. M. Terre Haute and Alton train leaves Indianapolis at 7:30 P. M.

THIRD TRAIN—5:00 P. M. Chicago Express for Indianapolis, Lafayette, Chicago, connecting at Chicago with all Western and North-western trains.

Sleeping cars are attached to all the night trains or line, and run through to Chicago without change of cars.

Be sure you are in the RIGHT TICKET OFFICE before you purchase your Ticket, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same and time shorter than by any other route. Baggage checked through.

Through tickets, good until used, can be obtained at the Ticket Offices north-west corner Broadway and Front sts.; No. 1 Burnet House corner, and at the Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from each train, and will call for passengers at all Hotels and all parts of the city by leaving address at either office.

H. C. LORD, President

W. H. L. NOBLE,

General Ticket Agent.

C. E. COTTON, Cincinnati Agent.

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This Iron is all made from best Juniata cold-blast charcoal Pig Iron, refined with Charcoal in the old-fashioned Forge Fire, hammered into a Bloom from which Iron is hammered. The whole operation from ore to finished Iron is conducted at our own Works June 9

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COAL OR WOOD BURNING LOCOMOTIVE ENGINES

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Railroad Machinery, Tires, etc.

—AND ALSO TO—

Rebuild and Repair Locomotives.

The above works being located on the New York Central Railroad, near the center of the State, possess superior facilities for forwarding the work to any part of the country without delay.

JOHN ELLIS, President.

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ESTABLISHED 1821.

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MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water, or other purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tubes—strong and durable, designed especially for Water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same. &c., Gas Works Castings, etc., etc.

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STEPHEN MORRIS, CHAS. WHEELER
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HY. G. MORRIS.

Philadelphia, Wilm'gton & Baltimore RAILROAD!



FOUR PASSENGER TRAINS DAILY

TRAINS LEAVE PHILADELPHIA for the SOUTH DAILY 4.15 (Express Monday excepted), 8.15 A. M.; 11.45 A. M. (Express); 2.30 P. M.; 11.30 P. M. night.

On Sundays, 4.30 A. M.; 11.30 P. M. Leave Baltimore for North and West, 7.35 A. M.; 9.30 A. M. (Express); 1.10 P. M. (Express); 6.35 P. M.; 8.2 P. M. (Express).

SUNDAY TRAINS—Leave Philadelphia for Baltimore at Washington at 4.15 A. M., and 11.00 P. M. Leave Baltimore for Philadelphia at 8.25 P. M.

Leave Philadelphia for Wilmington at 11.30 P. M. Leave Wilmington for Philadelphia at 8.30 P. M.

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